Alternatives Public Workshops Summary

January 2019

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 (MDOT) State Highway Administration (MDOT SHA), as the local study sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) under the *National Environmental Policy Act of 1969* (NEPA) for the I-495 & I-270 Managed Lanes Study. This Alternatives Public Workshop Summary Report summarizes the process to introduce the I-495 & I-270 Managed Lanes Study Preliminary Range of Alternatives and Screening Criteria to the public, and reviews public involvement efforts conducted during the Alternatives Public Workshop Process, from June 18, 2018 to August 27, 2018.

MDOT announced the Traffic Relief Plan (TRP) in September 2017. The TRP is a statewide initiative to provide a comprehensive transportation network to relieve congestion and benefit millions of users. The I-495 & I-270 Public-Private Partnership (P3) Program is the largest effort of the TRP and includes all of I-495 in Maryland and the entirety of I-270 from I-495 to I-70. The first element of the broader I-495 & I-270 P3 Program is the I-495 & I-270 Managed Lanes Study.

Located primarily within Montgomery and Prince George's counties, Maryland, the I-495 & I-270 Managed Lanes Study extends from south of the American Legion Bridge in Fairfax County, Virginia, to east of the Woodrow Wilson Bridge, and on I-270 (Dwight D. Eisenhower Memorial Highway) from I-495 to I-370 including the east and west I-270 spurs (**Figure 1**). The purpose of the I-495 & I-270 Managed Lanes Study is to develop a solution that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits, and enhances existing and planned multimodal mobility and connectivity.

The scoping process for the I-495 & I-270 Managed Lanes Study was the first step in gathering data and input to use during the later phases of the study, including the development of the purpose and need, identification of potential alternatives, consideration of major environmental resources, and determination of how to assess impacts. Comments from the scoping open houses highlighted a desire to better understand the study goals and the types of roadway alternatives that may be developed as part of the study.

After the scoping process and prior to the first Alternatives Public Workshop, the study team continued to receive public comments. These public comments were captured in the study record, documented in a Scoping Report (https://495-270-p3.com/environmental/resources/), and were considered by the study team in developing the Purpose and Need and the Preliminary Range of Alternatives.

The purpose of the Alternatives Public Workshops for the I-495 & I-270 Managed Lanes Study was to present the purpose and need, the Preliminary Range of Alternatives and the screening criteria that will be used to narrow the range of alternatives. The intent of the workshops was to also gather comments

and information that would help inform the alternatives development process including determining the alternatives retained for detailed study and environmental, traffic, and property analysis.

Both the scoping process and Alternatives Public Workshops process included comprehensive engagement with members of the public (e.g., citizens, elected officials, and key stakeholders), and federal, state, regional, and local agencies.

Other formal opportunities for the public to comment will be available as the study progresses.

Figure 1: I-495 & I-270 Managed Lanes Study Corridors

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2 ALTERNATIVES PUBLIC WORKSHOP OVERVIEW AND FORMAT

MDOT SHA conducted a series of Alternatives Public Workshops in Montgomery and Prince George's counties for the I-495 & I-270 Managed Lanes Study to present the study status and schedule, Purpose and Need summary, Preliminary Range of Alternatives, and the Screening Criteria developed to evaluate the Preliminary Range of Alternatives. Alternatives Public Workshop activities began with the publication of the Press Release on June 18, 2018, and the Study Newsletter on June 22, 2018, (**Appendix A**), and continued with the publication of study information and materials to the I-495 & I-270 P3 Program website, Alternatives Public Workshop notifications, a series of Alternatives Public Workshops, an Alternatives Public Workshop comment period, and the evaluation and consideration of all comments received.

The Alternatives Public Workshops provided an opportunity for the public to view, ask questions, and comment on the study information through four methods: review informational boards on display; view and listen to a general presentation; interact with technical staff at small working group tables; and comment on the study at the stay connected comment area. The Alternatives Public Workshops were held from 6:30 pm to 8:30 pm on July 17, 18, 24, and 25, 2018 at four locations near the study corridors. Alternatives Public Workshop locations and a summary of attendees are presented in **Table 1**.

Table 1: Summary of Alternatives Public Workshops

Workshop Dates and Locations	Number of Attendees[1]
Tuesday, July 17, 2018 Eleanor Roosevelt High School 7601 Hanover Parkway, Greenbelt, MD 20770	126
Wednesday, July 18, 2018 Clarksburg High School 22500 Wims Road, Clarksburg 20871	111
Tuesday, July 24, 2018 Central High School 200 Cabin Branch Road, Capitol Heights, MD 20743	44
Wednesday, July 25, 2018 Thomas W. Pyle Middle School 6311 Wilson Lane, Bethesda, MD 20817	301
TOTAL	**582**

[1] *The number of meeting attendees does not include elected officials and media representatives.*

2.1 Station 1: Welcome Area and Sign-In

The welcome area and sign-in provided the public with an understanding of the meeting's layout and overall structure. Staff prompted the public to sign-in and provided a meeting handout that included the meeting purpose and layout as well as ways to stay connected. Comment forms related to the Alternatives 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. The same comment form that was provided in hardcopy at the workshops was available online through the I-495 & I-270 P3 Program website. Elected officials and media were asked to sign-in on a designated sheet and directed to MDOT SHA staff that represented Government and Media Relations. The meeting handouts are found with meeting materials in **Appendix B**.

2.2 Station 2: Informational Boards

The informational boards provided high level information to the public in a static format to ensure the overarching programmatic themes were presented in a clear visual format. The boards included the purpose of the Alternatives Public Workshop, traffic conditions, study maps, NEPA process and timeline, a scoping open house summary, the study Purpose & Need, the Preliminary Range of Alternatives, Screening Criteria, and ways to comment and stay connected. MDOT SHA staff were available near the boards to answer questions and discuss information on display. The informational boards are found with meeting materials in **Appendix B**.

Requests were made by citizens in Montgomery and Prince George's counties prior to the Alternatives Public Workshops to have Spanish and Chinese versions of the informational boards available at the meetings. The public were able to view the boards upon request at the workshop.

2.3 Station 3: Presentation

Two presentations given by Lisa Choplin, MDOT SHA I-495 & I-270 P3 Office Director, and Jeff Folden, MDOT SHA I-495 & I-270 P3 Office Deputy Director at the Alternatives Public Workshops occurred at 6:30 pm and 7:30 pm. The presentation lasted approximately 30 minutes and included the same content that was presented on the informational boards. The purpose of the presentation was to ensure complex concepts were clarified before participants were encouraged to attend the small working group tables. Lisa Choplin spoke to the study process and schedule and Jeff Folden presented the Preliminary Range of Alternatives. The Alternatives Public Workshop presentation is found with meeting materials in **Appendix B**.

2.4 Station 4: Small Working Group Tables

To provide a more interactive setting that allowed for a free exchange of information with the Alternatives Public Workshop attendees, small working group tables were set up to talk through the Preliminary Range of Alternatives, Screening Criteria, and general questions on property and noise processes and on Public-

Private Partnerships (P3). Three tables were designated for alternatives discussion and each table had a technical expert that guided the public through the Preliminary Range of Alternatives being considered and the Screening Criteria used to evaluate the alternatives. One table was designated to answer questions regarding noise and property. A technical expert was on hand to answer questions regarding noise and representatives from the MDOT SHA Office of Real Estate were available to answer questions regarding property rights and procedures. One table was designated to answer questions regarding Public-Private Partnerships (P3). Facilitators were on hand to guide the public to the appropriate small working group tables. Note-takers were on hand at each table to capture the public's questions and concerns throughout the evening.

2.5 Station 5: Stay Connected

To ensure the public's voice was being captured accurately and appropriately, the stay connected area provided opportunities for the Alternatives Public Workshop attendees to comment and stay connected. Alternatives Public Workshop attendees were invited to submit written comments at the workshops via hard copy comment forms. Stay Connected contact cards were available which included the I-495 & I-270 P3 Program website address, program email address, and toll-free number. The comment form template and Stay Connected contact card are found with meeting materials in **Appendix B**. Throughout the Alternatives Public Workshop comment period, July 17, 2018 through August 27, 2018, the public could submit comments through the methods identified in **Table 2**.

Table 2: Comments Methods

Comment Method	Description
Alternatives Public Workshop Comment Forms	Hard copy comment forms were available to the public at Alternatives Public Workshops and were completed at the meetings or were mailed after the meetings with paid postage
Alternatives Public Workshop Online Comment Form	Alternatives Public Workshop online comment form that was available on the website (495-270-p3.com/your-participation/past-public-outreach/) and (495-270-p3.com/your-participation/provide-feedback/) on July 17, 2018 - August 27, 2018
"Submit your comment" Online Form	"Submit your comment" online form that is available on the website (495-270-p3.com/contact/ and (495-270-p3.com/your-participation/provide-feedback/)
Toll Free Line	(833) 858-5960
Emailed Comments	495-270-p3@sha.state.md.us
Mailed Comments	MDOT SHA, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

2.6 Online Meeting

The Alternatives Public Workshop informational boards are presented on the program website in the form of an online meeting. The informational boards accompanied by a narrated description, were made available on the website (495-270-p3.com/online_public_workshop/) on July 17, 2018, and will remain available through the study duration. The workshop handout and link to the "Submit your comment" online form are also available through clickable buttons on the online meeting.

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3 ALTERNATIVES PUBLIC WORKSHOP OUTREACH CAMPAIGN

To reach the hundreds of thousands of travelers who use the corridors, as well as those living along the corridors, a range of approaches were employed to advertise the Alternatives Public Workshops and the comment period. These included notifications via the I-495 & I-270 P3 Program website; print advertisements (ads) and newspaper flyers; study newsletter mailed and emailed to study mailing list and elected officials; a MDOT SHA press release; social media promotion; and emails to federal, state, and local elected officials in the study area as well as in Frederick County. **Table 3** summarizes the outreach efforts for the Alternatives Public Workshops:

Table 3: Alternatives Public Workshop Advertising

Notification	Source/Placement/Type	Description	Schedule
MDOT SHA Press Releases	MDOT SHA Office of Communications	Press Release distributed to News and Social Media. Reached the 50,000+ "followers" of MDOT SHA's social media channels (Facebook, Twitter, etc.) Announced the Alternatives 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.	June 18, 2018 & June 22, 2018 & following
Newspaper Printed Advertisements	*The Washington Post*	• 2 ads were placed at 3 weeks and 2 weeks before Alternatives Public Workshops (*Washington Post* print was a single ad on July 9, 2018 only) • Ads were a ½ page in size • Ads reached members of the public who do not utilize or do not have internet access	July 9, 2018
	Frederick News Post		June 26, 2018 & July 3, 2018
	Laurel Leader		June 28, 2018 & July 5, 2018
	Howard County Times		June 28, 2018 & July 5, 2018
	Prince George's Sentinel		June 28, 2018 & July 5, 2018

Notification	Source/Placement/Type	Description	Schedule
	El Tiempo Latino		June 29, 2018 & July 6, 2018
	Washington Hispanic		June 29, 2018 & July 6, 2018
Postcards (Newspaper Insert)	*The Washington Post*	Postcard insert was included in the Thursday edition of paper in the Local Living Section and In-Mail; the total distribution was 693,668 subscribers and non-subscribers.	July 12, 2018
Postcards	Traditional	Mailed to approximately 3,900 residents who received property owner notification letters or signed up for the mailing list and requested hard copy mail.	1st Class Mailing June 29, 2018
Newsletter	Electronic (emailed) and Traditional	Emailed and mailed to public who signed up to receive study updates through the scoping open houses or I-495 & I-270 P3 Program website; Mailed to approximately 3,500 residents whom received property owner notification letters; Emailed to local and state elected officials.	June 22, 2018
Online Digital Ads	WTOP.com	Banner ads with geographic and demographic programmatic targeting	Week of July 2, 2018
	DCBlack.com		Week of July 2, 2018
	Afro.com		Week of July 2, 2018
	Eltiempo.com		Week of July 2, 2018
Media Promotion	Earned	Interviews as a result of press release and media calls	Press release on June 18, 2018
Email Blasts	To stakeholders who have signed-up for notifications via the Program website, as well as elected officials, business owners, homeowner's association (HOA), condo owner's associations (COA),	Announced the Alternatives Public Workshops	June 26, 2018 & July 6, 2018

Notification	Source/Placement/Type	Description	Schedule
	community organizers, civic organizations, public interest groups		
Facebook (MDOT SHA)	facebook.com/MDOTSHA/	Geographic locations and demographics State-wide with emphasis on meeting locations to increase attendance	June 28, 2018
Program Website	I-495 & I-270 Managed Lanes Study and I-495 & I-270 P3 Program Overview	Informational hub to the public; easily understood; able to view on desktop computers and mobile devices; includes resources and Google Translate	June 22, 2018

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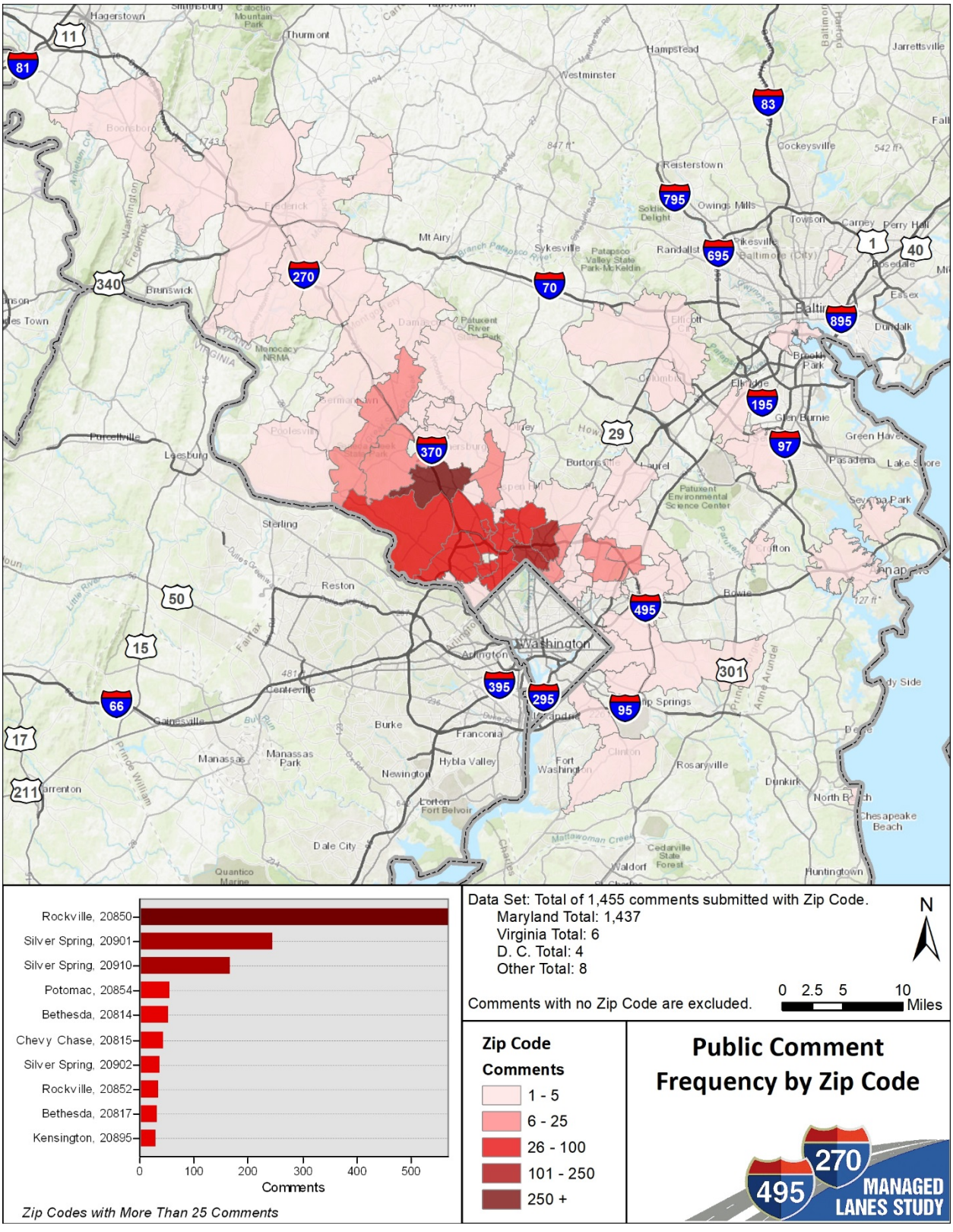
4 ALTERNATIVES PUBLIC WORKSHOP COMMENT RESULTS (JULY 17, 2018 – AUGUST 27, 2018)

As summarized in **Table 4**, 2,282 people and organizations provided comment submissions during the Alternatives Public Workshop comment period (July 17, 2018 – August 27, 2018)**.** This number reflects the total number of respondents. Note that a person's or organization's submission may include multiple comments on several topics. **Figure 2** reflects the public comment frequency by zip code; 63 percent of the submissions received noted a specific zip code. FHWA and MDOT SHA will continue to welcome comments throughout the duration of the study. Submissions received after August 27, 2018 will be considered and included as part of the study record. The majority of those who commented are from Rockville and Silver Spring in Montgomery County.

Table 4: Comment Submission Type by Number of Respondents

Comment Submission Type	Number of Respondents
Alternatives Public Workshop Comment Forms	58
Alternatives Public Workshop Online Comment Form (Survey Monkey)	384
"Submit your comment" Online Form	1,110
Toll Free Line	115
Emailed Comment Submissions	532
Mailed Comment Submissions	83
Total respondents providing comment submissions	**2,282**

Figure 2: Public Comment Frequency by Zip Code


Rockville, 20850
Silver Spring, 20901
Silver Spring, 20910
Potomac, 20854
Bethesda, 20814
Chevy Chase, 20815
Silver Spring, 20902
Rockville, 20852
Bethesda, 20817
Kensington, 20895
0
100
200
300
400
500
Comments
Zip Codes with More Than 25 Comments
Data Set: Total of 1,455 comments submitted with Zip Code.
Maryland Total: 1,437
Virginia Total: 6
D. C. Total: 4
Other Total: 8
Comments with no Zip Code are excluded.
N
0 2.5 5 10
Miles
Zip Code
Comments
1 - 5
6 - 25
26 - 100
101 - 250
250 +
Public Comment
Frequency by Zip Code
270
495
MANAGED
LANES STUDY

4.1 Comments from Local Elected Officials and Organizations

Through letters or emails, the Study heard from 27 community associations and organizations. Numerous other organizations and associations were referenced in citizen comment submissions. Comment submissions were received from the following:

Community Associations

- West End Community Association, Rockville, MD
- The Promenade, Bethesda, MD
- Regent Square Condominium Association, Rockville, MD
- The Hanover Apartments, Greenbelt, MD
- Persimmon Tree Homeowners Association, Bethesda, MD
- Village of North Chevy Chase Council, Chevy Chase, MD
- Americana Centre Condominium, Inc., Rockville, MD
- Woodside Forest Civic Association, Silver Spring, MD

Organizations

- Suburban Maryland Transportation Alliance, Rockville, MD
- Safe Silver Spring Silver, Spring, MD
- Sierra Club, Montgomery County
- Sierra Club, Maryland Chapter, College Park, MD
- Greater Farmland Civic Association, Rockville, MD
- Peerless Rockville Historic Preservation's Board of Directors, Rockville, MD
- Growing East County, Montgomery County

The **Maryland Transit Opportunities Coalition** authored a correspondence on behalf of the following:

- Indian Springs Citizens Association, Silver Spring, MD
- Action Committee for Transit, Silver Spring, MD
- Central Maryland Transportation Alliance, Baltimore, MD
- Citizens Against Beltway Expansion, Silver Spring, MD
- Coalition for Smarter Growth, Washington, DC
- Coalition for Transit Alternatives to Mid-County Highway Extended, Montgomery Village, Gaithersburg and Germantown, MD
- Maryland Rail Passengers Association, Montgomery County
- Preservation Maryland Baltimore, MD
- Prince George's Advocates for Community-Based Transit, Hyattsville, MD
- Sierra Club, Maryland Chapter, College Park, MD
- Transportation Advocates of Howard County
- Woodside Forest Civic Association, Silver Spring, MD

Petitions were received from Growing East County (with 1,323 signatures) and Sierra Club, Maryland Chapter (with 627 signatures). Each petition was counted as one comment submission.

4.2 Comments from Local Jurisdictions and Elected Officials

Through letters or emails, the Study heard from eight local jurisdictions and elected officials. Comment submissions were received from the following:

Elected Officials

- Councilmember Mark Pierzchala, City of Rockville Councilmember
- Joint Correspondence from Senator William C. Smith, Jr., Delegate Sheila Hixson, Delegate David Moon, and Delegate Jheanelle Wilkins, District 20
- Senator Cheryl Kagan, District 17
- City of Rockville Mayor and City Council

Local Jurisdictions

- City of Rockville Manager
- Planning Director for City of Greenbelt
- Prince George's County Department of Public Works and Transportation

4.3 Common Themes of Public Comments

Verbal Comment Themes during Alternatives Public Workshops

Staff note-takers documented the questions and discussion items proposed by the public at the Alternatives Public Workshops' Small Working Group Tables. The following highlights the common themes captured from the verbal public comments at the workshops.

<u>Alternatives/Alternatives Development</u>
Attendees asked about the proposed lane configurations of the Preliminary Range of Alternatives; the potential effects from the Preliminary Range of Alternatives to land use, existing transportation infrastructure, and planned transportation projects; the concept of induced traffic demand; and coordination with the Virginia Department of Transportation. Attendees also provided suggestions for potential combinations and modifications of the Preliminary Range of Alternatives; suggestions for additional criteria to add to the proposed list of screening criteria; and suggestions for expansion of existing public transit networks such as MARC and WMATA.

<u>NEPA Study/Public Outreach/P3 Processes</u>
Attendees asked about how public comments would be incorporated into the alternatives development process; how the financial viability screening criterion would be considered in the alternatives development process; the viability of non-toll alternatives under a Public-Private Partnership; and the potential for the Public-Private Partnership investor to default on loans. Attendees also provided suggestions for Public Workshop advertisement methods and commented on potential advertisement to reach communities.

Written Comment Themes

The public was invited to provide comment submissions through various written methods. The Alternatives Public Workshop comment period began on July 17, 2018 and concluded on August 27, 2018. During this comment period, 2,282 people provided more than 10,000 comments via the methods shown in **Table 4**. The respondent submissions covered a range of topics related to the I-495 & I-270 Managed Lanes Study. Most people touched on more than one topic.

Of the 2,282 total respondent submissions, 1,455 included a source zip code. As shown in **Figure 2**, comments were received from a range of communities along the I-270 and I-495 corridors as well as north of these corridors into the Baltimore region. The majority of the comment submissions were from Montgomery County, specifically the Rockville and Silver Spring areas.

Overarching themes common to a number of comment submissions are identified below. The original comment submissions are provided in tabular format in **Appendix C**.

Acknowledgement that Congestion is a Problem

More than 530 comment submissions included statements acknowledging that the respondents have experienced traffic/congestion in general or at specific locations along I-270 or I-495.

Alternatives and Existing Corridor Footprint

Many comment submissions included statements supporting or critiquing individual alternatives or combinations of proposed alternatives. Other comment submissions featured questions regarding the proposed alternatives. Each of the 15 alternatives received between 217 and 260 comments.

Of the thousands of individual topic comments, nearly 1,100 comments indicated support for improvements that remain within the existing footprint/right-of-way. Many comment submissions under this theme stated potential support for one or more alternatives if the existing corridor footprint is maintained.

Environmental Considerations

Numerous comment submissions addressed natural resources and wildlife habitat, traffic noise levels, vehicle emissions, and air quality. One of the most common statements was about residential property and overall quality of life if the proposed alternatives were to be implemented. Several comment submissions included recommendations to incorporate environmental considerations into the study screening criteria.

High Occupancy Vehicle (HOV) Lanes/ Tolls

A number of comment submissions stated preference for HOV lanes, opposition to HOV lanes or suggestions on how to most effectively implement HOV lanes in the study, and questions about tolling.

Transit and Bicycle/Pedestrian

Many comment submissions included statements about improving the region's rail systems and regional/local bus services. A few comment submissions included questions about providing bicycle facilities as an element of the study.

Public-Private Partnership (P3)

Several comments were about utilizing private industry for public transportation improvements.

Public Outreach

A number of comment submissions included statements regarding public outreach and notification methodology and requests to be added to the study notification/mailing lists.

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5 PUBLIC OPINION SURVEY RESULTS

In addition to the Alternatives Public Workshops and conventional comment methods, the study team developed a public opinion survey and posted it on the I-495 & I-270 P3 Program website. The purpose of the survey was to engage the public in the study, get the public thinking about the transportation system, and how they use it. The survey was not part of the Alternatives Public Workshop process and was not intended to gather comments regarding alternatives.

The public survey ran for three months, from June 18, 2018 to September 27, 2018, including timeframes before, during, and after the Alternatives Public Workshops and the associated comment period. The public survey garnered 7,412 responses. Facebook and Instagram advertising promoted the workshops between July 3 and July 24, 2018. Additionally, the team promoted the survey on Facebook and Instagram from July 30 to August 28, 2018. These survey advertisements reached over 197,000 Facebook and Instagram users and generated 1,135 Facebook user likes, shares, or comments.

To encourage participation, respondents could answer or skip any question. No survey questions required an answer, nor were responses contingent upon other responses. Therefore, the percentages shown are not always a percent of the full number of responses. Rather than provide responses one-by-one, the responses are grouped into categories that reflect the intent of the questions asked.

Most of the survey respondents who provided a zip code reside in Montgomery County.

Overall Knowledge about the Study and Experience with the Roadways

Eighty-eight percent (4,992) of respondents reported that they agreed that "addressing congestion on I-495 and I-270 in Maryland is an important priority for the state." An overwhelming majority, 84 percent (4,957) of respondents, reported that they *always or usually* experience a delay due to traffic congestion when using I-495 or I-270. Only 13 people, or 0.22 percent, stated they *never* experience delays on I-495 and I-270.

Respondents were asked to rank their preference of transportation improvement needs on I-495 and I-270. Nearly 60 percent (3,358) of those responding ranked relieving congestion as their top priority, 37 percent (2,077) ranked better travel time reliability as their second, and 29 percent (1,604) ranked additional roadway travel choices as their third most important improvement.

When asked if survey respondents had previously heard about the study to address congestion in Maryland on I-495 and I-270, 47 percent (3,448) responded yes, while 45 percent (3,315) responded no.

Therefore, the survey was successful in reaching out to new populations to make them aware of the study and the Program website.

Fifty-four percent (3,713) of those responding reported that they typically travel on I-495 in Maryland two or more times a week. When asked to select all of the time periods during which they travel, 68 percent (4,486) of the 6,617 respondents said their travel occurs during peak commute times (5:00 am to 9:00 am or 3:00 pm to 7:00 pm). Other time periods were also represented, with 46 percent (3,048) traveling I-495 midday after 9:00 am and before 3:00 pm, and 31 percent (2,060) traveling after 7:00 pm or before 5:00 am.

The numbers were similar for questions about travel on I-270, with 50 percent (3,384) of respondents travelling on I-270 between I-495 and Frederick at least two days a week. Sixty-four percent (3,992) of the 6,217 respondents chose that their travel occurs during peak commute times (5:00 am to 9:00 am or 3:00 pm to 7:00 pm). Forty-nine percent (3,017) reported traveling I-270 midday after 9:00 am and before 3:00 p.m., and 34 percent (2,087) traveling after 7:00 pm or before 5:00 am.

The Cost of Congestion

Nearly half of the respondents said they are experiencing cost impacts due to congestion on these roadways. Forty-seven percent (2,677) of respondents answered that congestion on I-495 or I-270 had cost them more than time, such as extra fees at daycare or the cost of missed medical appointments.

Businesses are impacted financially and modify operations because of congestion on I-495 and I-270. Forty-three percent (1,922) of those responding agreed that they make fewer service calls or deliveries because of the congestion on these highways.

Alternatives to Travel

A question highlighted alternative ways to travel, other than single occupancy vehicles. Eighty-one percent (5,259) of respondents said they do not use the HOV lanes on I-270.

When asked if the Purple Line will provide an alternative to using I-495 or I-270 when it opens, 80 percent (4,509 out of 5,648 responses) said no. Asked "if the Purple Line *is* an option for your commute, how likely will you be to use it instead of commuting by vehicle?" Of the 4,318 who responded, 26 percent (1,118) answered that they were very likely or likely to use the Purple Line instead of commuting by vehicle. Forty-nine percent (2,111) answered that they were unlikely or very unlikely to use it, and 25 percent (1,089) answered that they were neither likely nor unlikely.

When asked what respondents typically do to avoid congestion on I-495 or I-270, five options were provided with instructions to check all that apply. The top three choices were: 61 percent (3,631) adjust their departure time to avoid congestion, 55 percent (3,265) selected use of an alternative route, and 39 percent (2,327) have no option to avoid congestion.

When asked "If you use an alternative route, does your travel take you through or near residential neighborhoods," 77 percent (4,329) of respondents selected yes.

Demographics

The last few questions of the survey asked questions based on the demographics of the respondents. Sixty four percent (3,432) were male, 34 percent (1,832) were female, and 1 percent (67) responded that their gender was not listed.

The largest percentage of respondents, at 28 percent (1,505), were 35 to 44 years old. The next largest age groups were 25 to 34 years old at 24 percent (1,282); 45 to 54 years old at 21 percent (1,126); 55 to 64 years old at 13 percent (706); 65 years and older at 7 percent (398); 18 to 24 years old at 6 percent (313); and under 18 years old at less than one percent (14).

Question 24 requested demographics based on where respondents lived. The top four areas represented were Montgomery County, where 43 percent (2,309) of the respondents live; Frederick County, where 18 percent (935) of the respondents live; Prince George's County, where 6 percent (327) of the respondents live; and Howard County, where just under 6 percent (295) of the respondents live.

Comments

The comment section on the survey provided deeper insight into how the public feels about the I-495 & I-270 Managed Lane Study.

A typical comment acknowledged that congestion was a concern and noted support for improvements within the existing footprint, alternative routes and public transportation. Some comments addressed tolling, right-of-way, or the quality of life of the communities close to the highways.

Public survey results are provided in **Appendix D**.

APPENDIX A: Notification Materials

For Immediate Release
June 22, 2018
Contact: MDOT SHA Office of Communications, 410-545-0303

MDOT SHA to Hold Public Workshops on Preliminary Alternatives on I-495 & I-270 in Montgomery and Prince George's Counties

Citizens Encouraged to Attend July Evening Workshops in Greenbelt, Clarksburg, Capitol Heights, and Bethesda

The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold its second round of public workshops in July for the *I-495 & I-270 Managed Lanes Study,* which considers improvements along two of the state's most congested highways, I-495 (Capital Beltway) and I-270 (Dwight D. Eisenhower Memorial Highway).

The study is part of MDOT SHA's statewide Traffic Relief Plan to reduce congestion. The National Capital region is one of the most congested in the nation with some of the highest commuting times being on I-495 and I-270. A preliminary range of alternatives to address congestion on I-495 and I-270 has been developed based on feedback from the public at the April Open Houses. At public workshops on July 17, 18, 24 and 25, MDOT SHA will present these alternatives and garner additional public input.

Beginning in March, MDOT SHA initiated the environmental study known as the *I-495 & I-270 Managed Lanes Study*, which includes I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge, and I-270 from I-495 to I-370 including the east and west spurs of I-270. This study is part of the larger I-495 & I-270 P3 Program, which will include a future study along I-270 from I-370 to I-70 beginning in 2019.

As part of the study, MDOT SHA has completed a scoping process that included comprehensive engagement with members of the public, elected officials, key stakeholders, and federal, state, regional and local agencies. Four open houses were held in April in Montgomery and Prince George's counties to solicit public input on the scope of the study, including the purpose and need, potential alternatives to be considered, and environmental impacts to be evaluated.

To continue to keep the public engaged, MDOT SHA will hold its next series of public workshops from 6:30 p.m. to 8:30 p.m. at these locations in Montgomery and Prince George's counties:

Tuesday, July 17
Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt MD 20770

Wednesday, July 18
Clarksburg High School
22500 Wims Road
Clarksburg MD 20871

Tuesday, July 24
Central High School
200 Cabin Branch Road
Capitol Heights MD 20743

Wednesday, July 25
Thomas W. Pyle Middle School
6311 Wilson Lane
Bethesda MD 20817

The workshops will outline the preliminary range of alternatives and the screening criteria to be used to evaluate the alternatives to be carried forward in the *I-495 & I-270 Managed Lanes Study*. The workshop formats will include static board displays, scheduled general presentations, and small working group tables. The general presentations will occur at 6:30 p.m. and 7:30 p.m. and last approximately 30 minutes. The boards and small working group tables will be available throughout the workshop with technical staff available for discussion of comments and questions.

Alternative descriptions and graphics featuring typical details of the potential improvements will be presented. A virtual workshop also will be available on the program website 495-270-p3.com starting July 17, 2018.

Further technical analysis will be conducted through the fall on the alternatives carried forward from the July workshops.

All workshops related to the study will be accessible to persons with disabilities. Any person requiring special assistance, such as a language interpreter, should contact (833) 858-5960 or via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop.

CONTACT INFORMATION: The public is welcome to comment on-line at the study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the workshops. Hard copy comments can also be mailed to the I-495 and I-270 P3 Office at the Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202.

Lisa B. Choplin, DBIA
Director, 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
(833) 858-5960; 495-270-P3@sha.state.md.us

For more information on this project, please visit the project website 495-270-p3.com.

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MANAGED LANES STUDY
495 270
Study Newsletter
JUNE 2018

Scoping Open House Review and Report

The Maryland Department of Transportation State Highway Administration (MDOT SHA) is conducting the I-495 & I-270 Managed Lanes Study, which is following the National Environmental Policy Act (NEPA) process. In April, MDOT SHA held the first set of public workshops, called Scoping Open Houses, to introduce the study to the public and gather feedback on the potential environmental and transportation considerations to be explored by the study.

The Scoping Open Houses provided an informal setting where the community could speak to representatives from MDOT SHA and the study team. Comments from the public highlighted a desire to better understand the study goals and the types of roadway alternatives that may be developed as part of the study. These comments and more detail regarding the outcome of the scoping process can be found on the program website **495-270-p3.com**.

Purpose & Need

MDOT SHA and the Federal Highway Administration (FHWA) developed the study purpose and need through a comprehensive process that included a review of past and existing studies, analyzing regional, environmental, and socioeconomic conditions, and feedback from the public and federal, regional, state, and local agencies. The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity. The study will address the following needs:

- Accommodate existing traffic and long-term traffic growth;
- Enhance trip reliability;
- Provide additional roadway travel choices;
- Accommodate homeland security; and
- Improve movement of goods and services

Additional capacity and improvements to enhance reliability must be financially viable. MDOT's traditional funding sources will be unable to effectively finance, construct, operate, and maintain improvements of this magnitude. Revenue sources that provide adequate funding, such as pricing options, are needed to achieve congestion relief and address existing high travel demand.

Given the highly constrained area surrounding the interstates in the study area, MDOT SHA will work to avoid and minimize community, wetlands, waterways, cultural, noise, air quality and parkland impacts, and mitigate for impacts when not avoidable to the extent practicable. MDOT SHA will work with our federal, state, and local resource agency partners in a streamlined, collaborative, and cooperative way to meet all regulatory requirements to ensure the protection of significant environmental and community resources. More detailed information regarding the purpose and need is on the program website.

Alternatives

A Preliminary Range of Alternatives is being considered in the I-495 & I-270 Managed Lanes Study. These alternatives include the No-Build alternative and corridor-wide solutions that are intended to address congestion along I-495 and I-270, offer more travel mode choices, and enhance travel efficiency. A wide range of alternatives are being evaluated and will include adding general purpose lanes, managed lanes, and transit alternatives.

MDOT SHA developed Screening Criteria to evaluate the reasonableness of the range of alternatives. This screening evaluation will determine which alternatives are carried forward in the study. MDOT SHA is interested in hearing your input on the Preliminary Range of Alternatives presented at the July public workshops. Alternative descriptions and simple graphics featuring typical details of the potential improvements will be presented.

This Fall, the study team will complete further detailed technical evaluation on the alternatives carried forward including traffic, air, noise, environmental analyses, and identify potential effects to properties. The Team plans to present the detailed technical evaluations for public feedback to inform MDOT SHA in the identification of its Preferred Alternative at a later date.

Your Voice Counts. Your Feedback is Critical

A preliminary range of alternatives has been developed based on feedback from the public at the April Open Houses. In July, MDOT SHA will host public workshops to present these alternatives and the screening criteria that will be used to evaluate the alternatives to be carried forward. Your input at this next phase of outreach is critical in determining alternatives to be carried forward for further study.

In addition to the public workshops, the study team will reach out to the community beyond the traditional workshop format. You will find the MDOT SHA study team across the region, including at festivals and local civic events, where we will be capturing your feedback on the study. These events will ensure that we increase the diversity of ideas and gather your input on the study. Additionally, an online survey intended to capture public feedback will be available on the program website at **495-270-P3.com**.

What to expect in July?

MDOT SHA is hosting a series of public workshops in Montgomery and Prince George's counties to present:

- Study status and schedule;
- Purpose and Need summary;
- Preliminary Range of Alternatives developed from the scoping process; and
- Screening Criteria to evaluate the alternatives

The meeting formats will include static board displays, scheduled general presentations, and small working group tables. The general presentations will occur at 6:30 p.m. and 7:30 p.m. and last approximately 30 minutes. The boards and small working group tables will be available throughout the meeting with technical staff available for discussion of comments and questions. Alternative descriptions and simple graphics featuring typical details of the potential improvements will be presented. **Environmental and property information will not be available at this stage of the study**. A virtual workshop will also be available on the program website **495-270-p3.com** starting July 17, 2018.

I-495 & I-270 MANAGED LANES STUDY TIMELINE

Spring 2018	Summer 2018 (WE ARE HERE)	Fall 2018 - Winter 2018/2019	Winter - Fall 2019	Fall 2019 - Spring 2020
Notice of Intent to Initiate NEPA Study	**Range of Alternatives**	**Alternatives Analysis & Environmental Technical Analysis**	**Development of Environmental Impact Statement**	**Combined Final EIS/ROD**
Scoping Open Houses 45-day Comment Period	Define Purpose & Need Develop Preliminary Range of Alternatives Screening Criteria Public Workshops	Select Alternatives Retained for Detailed Study (ARDS) Complete Technical Analysis of ARDS Public Workshops	Draft Environmental Impact Statement (DEIS) Identify MDOT SHA's Preferred Alternative DEIS Public Hearing	Final EIS/Record of Decision

The website includes a contact page where you can request a presentation for your community association meeting.

如需<中文版>的简报，请发电子邮件到 495-270-P3@sha.state.md.us 。请在电子邮件主题栏标出

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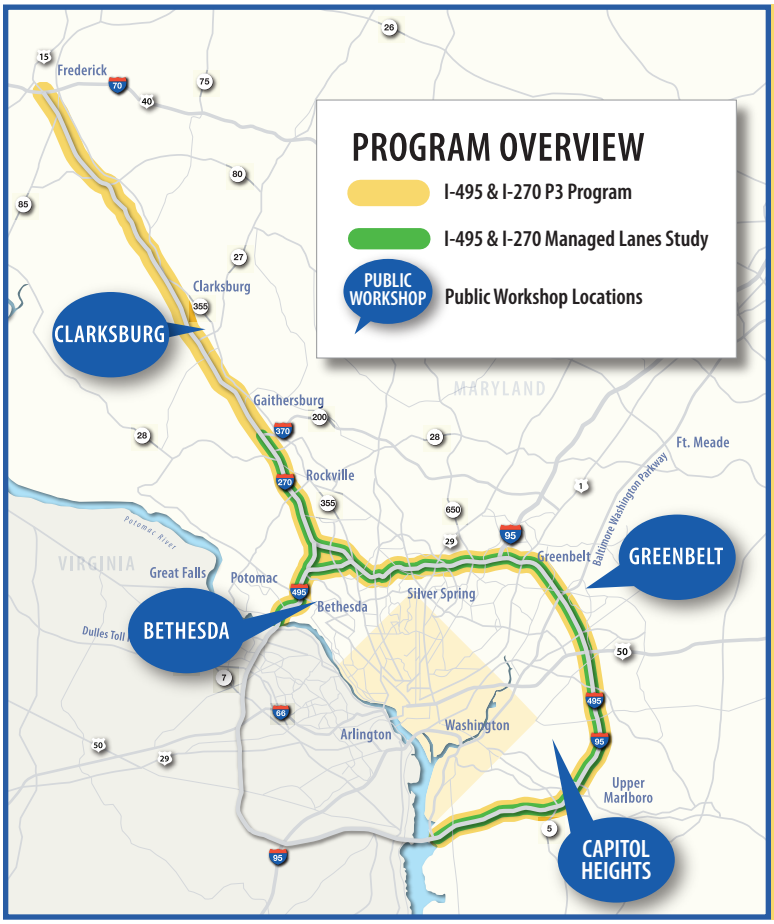
Để nhận được bản tin này bằng <tiếng Việt>,, xin vui lòng gửi email đến: 495-270-P3@sha.state.md.us. Xin vui lòng biểu thị trong dòng tiêu đề email.

Para recibir este boletín en Español, por favor envíe un correo electrónico a: 495-270-P3@sha.state.md.us. Por favor indique en el asunto del correo electrónico.

Study Newsletter



JOIN US AT ONE OF THESE PUBLIC WORKSHOPS!

Tuesday, July 17, 2018
6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

Wednesday, July 18, 2018
6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Tuesday, July 24, 2018
6:30 p.m. – 8:30 p.m.
Central High School
200 Cabin Branch Road, Capitol Heights, MD 20743

Wednesday, July 25, 2018
6:30 p.m. – 8:30 p.m.
Thomas W. Pyle Middle School
6311 Wilson Lane, Bethesda, MD 20817

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 July 10, 2018.

Stay Connected

- Visit the website at **www.495-270-p3.com**
- Submit a comment online or by 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

- Contact the study team via email at **495-270-P3@sha.state.md.us**
- Call the study team toll free at **833-858-5960**
- Sign up for email notifications on the website at **www.495-270-p3.com**

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

APPENDIX B: Public Workshop Meeting Materials

MANAGED LANES STUDY

PUBLIC WORKSHOP

KEEPING YOU CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study.
- The study team will reach out to the community beyond the traditional workshop format. You will find the MDOT SHA study team across the region at festivals and local civic events where we will be capturing feedback on the study. This will ensure that we increase the diversity of ideas and gather your input on the study.
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the study team and provide comments:
  - **By email at:** 495-270-P3@sha.state.md.us
  - **By calling toll free at:** 833-858-5960
  - **By mail at:** Maryland Department of Transportation State Highway Administration I-495 & I-270 P3 Office 707 North Calvert Street Mail Stop P-601 Baltimore, MD 21202

Visit the program website to take a survey on your goals for the program.

I-495 & I-270 MANAGED LANES STUDY TIMELINE

Spring 2018	Summer 2018 (WE ARE HERE)	Fall 2018 - Winter 2018/2019	Winter - Fall 2019	Fall 2019 - Spring 2020
Notice of Intent to Initiate NEPA Study	**Range of Alternatives**	**Alternatives Analysis & Environmental Technical Analysis**	**Development of Environmental Impact Statement**	**Combined Final EIS/ROD**
Scoping Open Houses 45-day Comment Period	Define Purpose & Need Develop Preliminary Range of Alternatives Screening Criteria Public Workshops	Select Alternatives Retained for Detailed Study (ARDS) Complete Technical Analysis of ARDS Public Workshops	Draft Environmental Impact Statement (DEIS) Identify MDOT SHA's Preferred Alternative DEIS Public Hearing	Final EIS/Record of Decision

TRAFFIC RELIEF PLAN

495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MANAGED LANES STUDY

PUBLIC WORKSHOP

THANK YOU FOR JOINING US

I-495 & I-270 Managed Lanes Study

Tonight's meeting will:

- Provide an update on the study status and schedule
- Provide a summary of the study Purpose and Need
- Present a Preliminary Range of Alternatives developed from the scoping process
- Present the Screening Criteria to evaluate the alternatives

Future meetings will focus on detailed alternatives and environmental/property information.

LOOK INSIDE FOR IMPORTANT MEETING FORMAT INFORMATION

Tuesday, July 17, 2018
6:30 p.m. - 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

TRAFFIC RELIEF PLAN

495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

For tonight's meeting, study information is being presented in four areas:

1. **Display Boards** are available in the cafeteria. You can review the meeting materials at your own pace. Staff are available to answer questions.

2. **Small Working Group Tables** are also available in the cafeteria. Staff are available at these tables for discussion, comments, and questions.

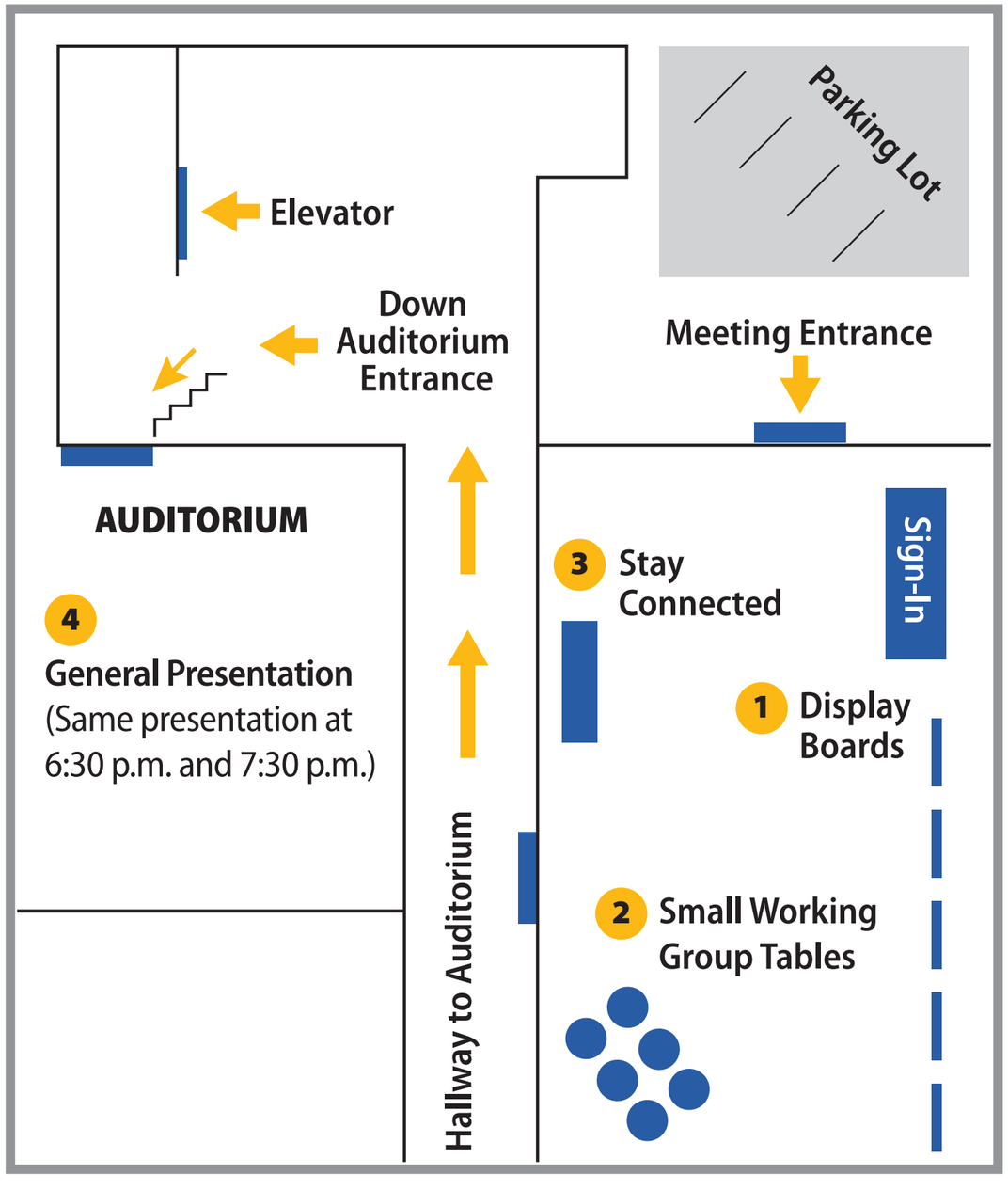
3. **Stay Connected Comment Area** where you can provide written feedback for the study record.

4. **A General Presentation**, lasting approximately 30 minutes, will occur in the auditorium at 6:30 p.m. and 7:30 p.m. The presentation will include the same information as shown on the display boards. Your specific questions can be discussed with project staff at the small working group tables following the presentation.

As you review the Preliminary Range of Alternatives developed from the scoping process, consider the screening criteria that will be used for future evaluation. This evaluation will determine which alternatives are carried forward for more detailed study. The screening criteria include the goals identified in the Purpose and Need of the study:

- Accommodating existing traffic and long-term traffic growth;
- Enhancing trip reliability;
- Providing additional roadway travel choices;
- Evaluating ease of usage for travelers;
- Accommodating Homeland Security by improving evacuation options and improving emergency response;
- Improving movement of goods and services by improving freight travel times and by improving access to employment centers;
- Addressing financial viability;
- Improving multi-modal connectivity by enhancing access to existing and planned transit; and
- Consideration of key environmental resources: need for additional right-of-way, and impacts to parks, historic properties, and wetlands and waters.

Eleanor Roosevelt High School - MEETING LAYOUT



MANAGED LANES STUDY

TRAFFIC RELIEF PLAN

WELCOME!

Alternatives Public Workshop for the I-495 & I-270 Managed Lanes Study

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

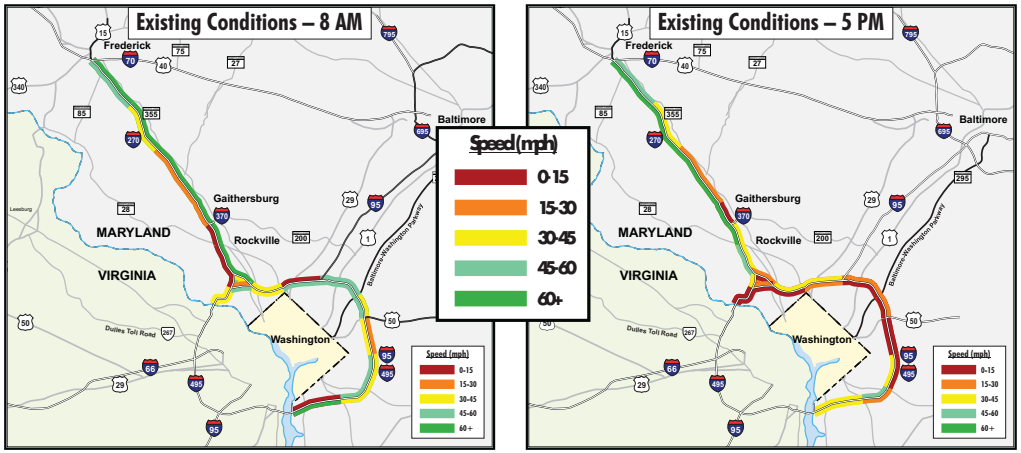
PURPOSE OF TODAY'S PUBLIC WORKSHOP

- Provide an update on the study status and schedule
- Provide a summary of the study Purpose and Need
- Present a Preliminary Range of Alternatives developed from the scoping process
- Present the Screening Criteria to evaluate the alternatives

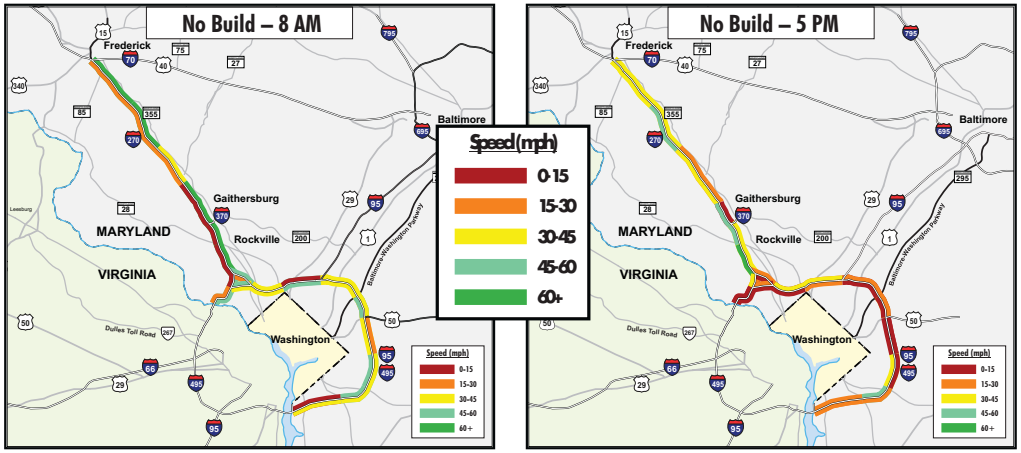
Future meetings will focus on detailed alternatives and environmental/property information.

TRAFFIC CONDITIONS

EXISTING



NO BUILD



- Top 5 highest volume freeway sections in Maryland are within study area
- Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495
- Study area includes several of the most unreliable freeway sections in Maryland (highly variable travel times day to day)
- Many sections experience speeds less than 15 mph under existing conditions and traffic is expected to deteriorate

Average Annual Daily Traffic (AADT)		
Location	**2018**	**2040**
I-270: I-370 to I-495	259,000	299,000
I-495: VA Line to I-270	253,000	282,000
I-495: I-270 to I-95	235,000	252,000
I-495: I-95 to MD 4	230,000	245,000

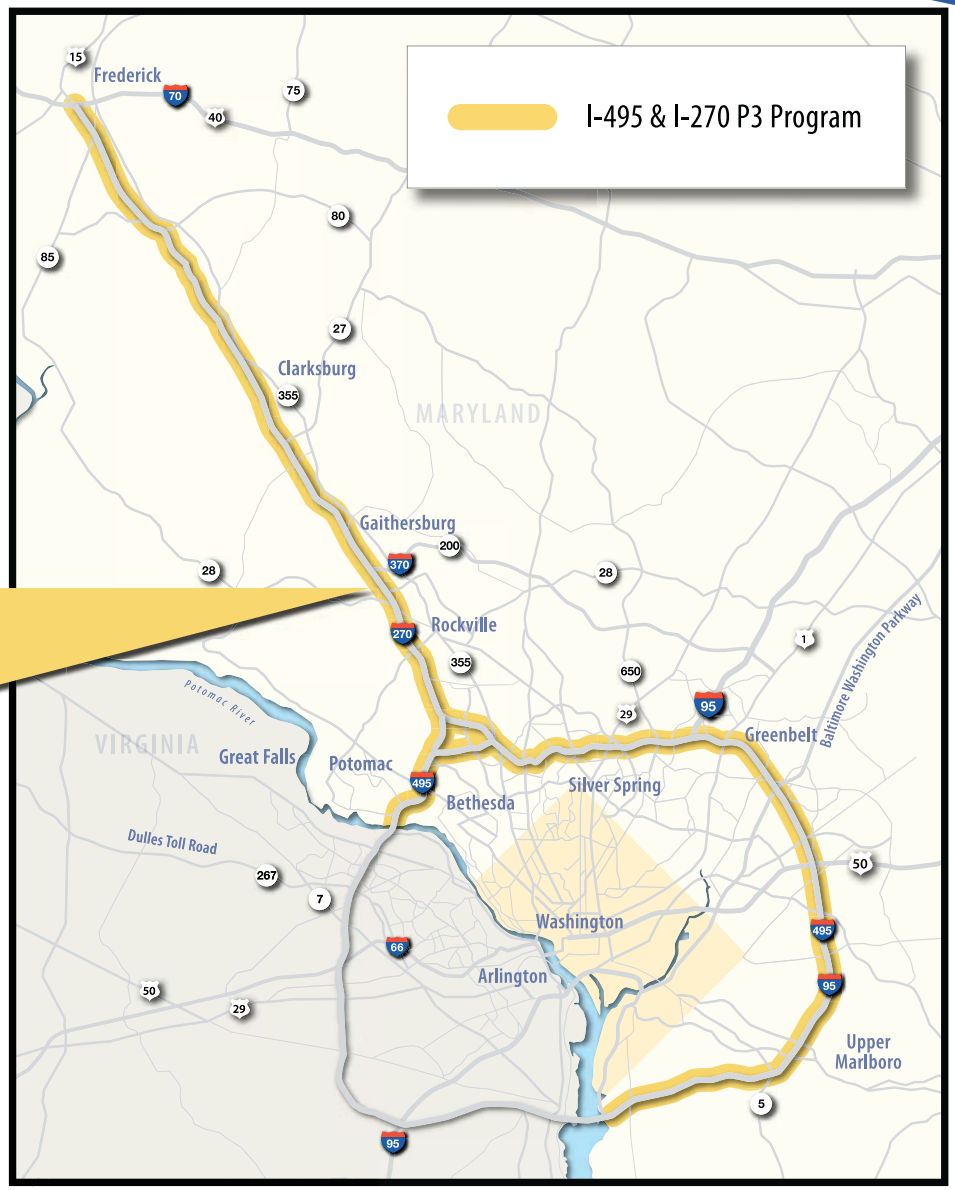
495 270 MANAGED LANES STUDY

TRAFFIC RELIEF PLAN

I-495 & I-270 P3 PROGRAM

The overall I-495 & I-270 Public-Private Partnership (P3) Program includes improvements for over 70 miles of interstate in Maryland including:

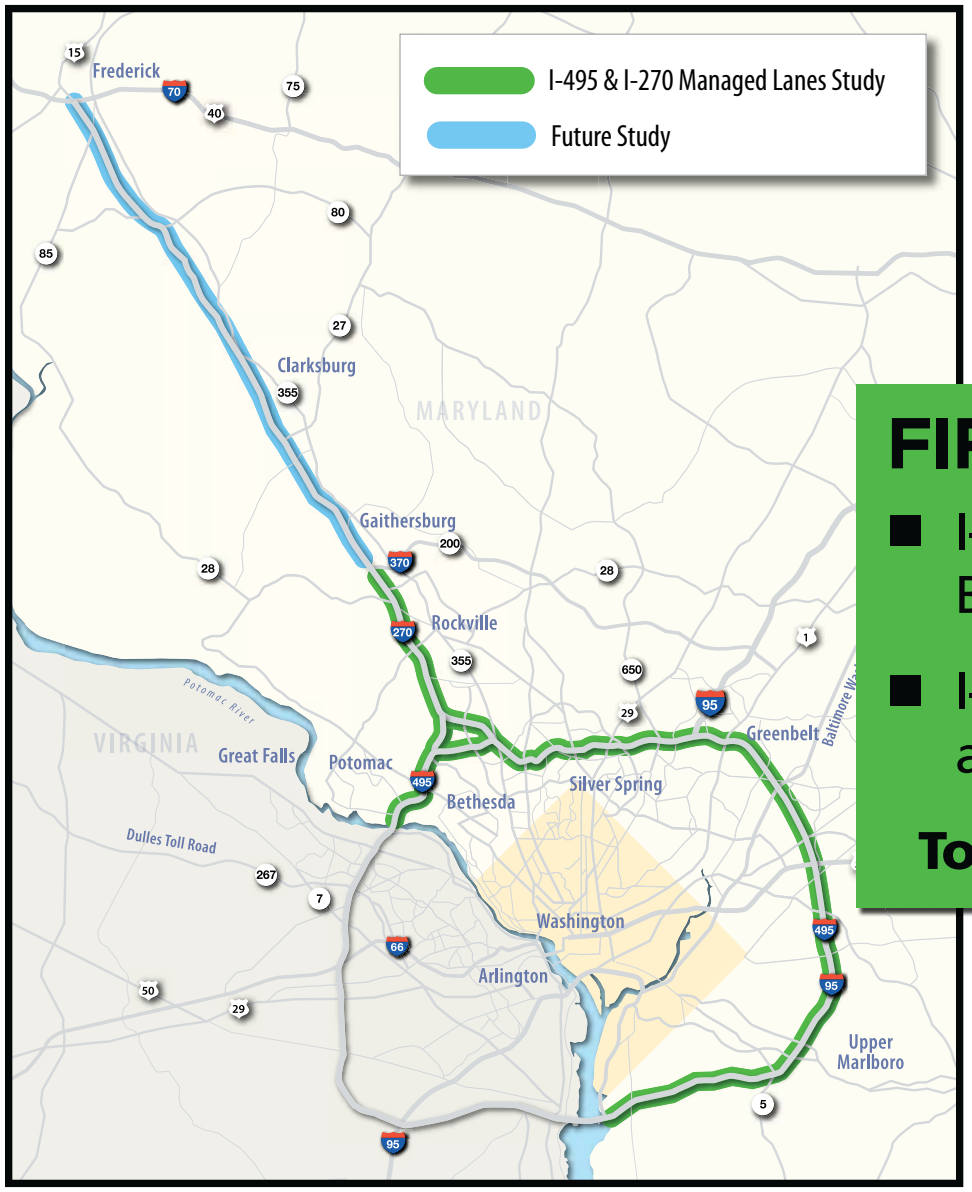
- I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-70, including the east and west I-270 spurs



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

PUBLIC-PRIVATE PARTNERSHIP (P3)

- MDOT SHA will seek proposals from the private sector to enter into a Public-Private Partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain potential improvements developed through the I-495 & I-270 Managed Lanes Study
- Using a P3 encourages efficiencies and innovations to provide a better long-term value for the public in a shorter amount of time
- The state will use a competitive process to ensure the best value for the citizens of Maryland
- The state will maintain ownership of the transportation facilities and will ensure they meet their public functions



I-495 & I-270 MANAGED LANES STUDY

The first element of the P3 Program is the I-495 & I-270 Managed Lanes Study:

FIRST STUDY

- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs

Today's meeting focuses on this study

FUTURE STUDY

- I-270 from I-370 north to I-70

THE NEPA PROCESS

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impacts of their proposed actions
- The I-495 & I-270 Managed Lanes Study will include the development of an Environmental Impact Statement (EIS), which will document the potential natural, cultural, and socioeconomic impacts of the study's alternatives
- The Federal Highway Administration (FHWA) serves as the lead federal agency for the EIS

U.S. Department of Transportation
Federal Highway Administration

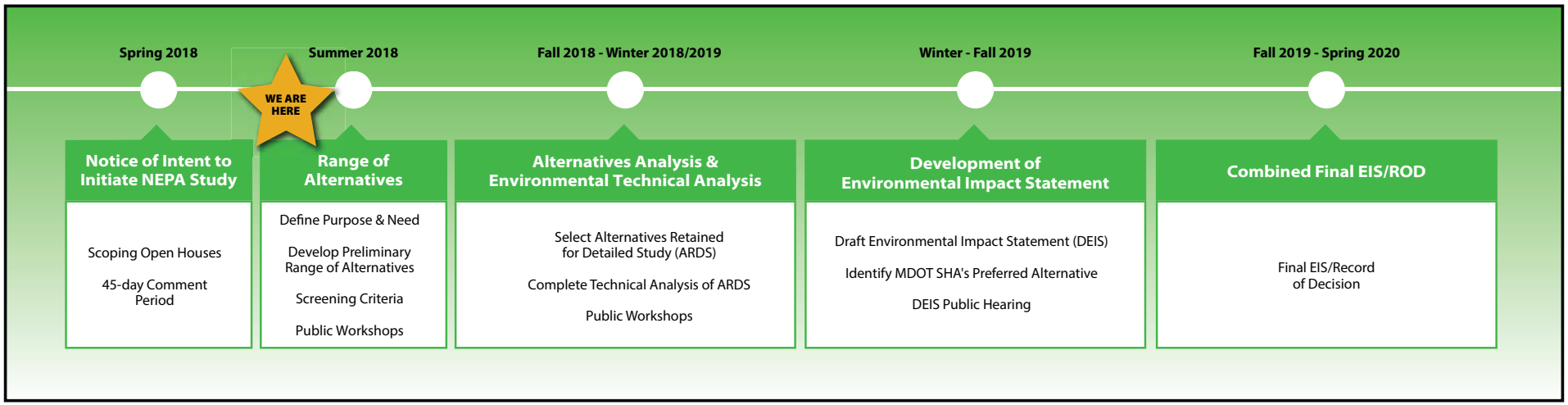
- The Maryland Department of Transportation State Highway Administration (MDOT SHA) is serving as the local project sponsor and joint lead agency

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

THE NEPA PROCESS

Scoping	Gathering input to be included in the study
Preliminary Range of Alternatives and Screening (WE ARE HERE)	Development of preliminary alternatives and criteria used for evaluating those alternatives based on input from scoping process
Alternatives Retained for Detailed Study (ARDS)	Identification and development of Alternatives Retained for Detailed Study
Draft Environmental Impact Statement (DEIS)	Evaluation and documentation of the natural, cultural and socioeconomic impacts of the ARDS and the MDOT SHA's Preferred Alternative
Combined Final EIS/Record of Decision (ROD)	Documentation of the impacts and mitigation for the Selected Alternative and, responses to comments received on the DEIS. This completes the NEPA Process

MANAGED LANES STUDY TIMELINE



SCOPING UPDATE

Scoping is the first step in the National Environmental Policy Act (NEPA) process. It provides opportunities for public and agency input on the purpose and need, potential alternatives, and environmental considerations to be addressed during the study.

The I-495 & I-270 Managed Lanes Study scoping occurred in Mid-March-Early May 2018 and included:

- Coordination meetings with local, State and federal agencies.
- Publication of a Notice of Intent (NOI) in the Federal Register on March 16, 2018.
- Launch of a website in March, which provided a study overview, contact information and the opportunity for the public to submit study-related comments and questions and to be added to the study mailing list.
- A series of four Open Houses designed to share study information and obtain community feedback. 374 citizens attended the Open Houses.

PUBLIC SCOPING COMMENTS

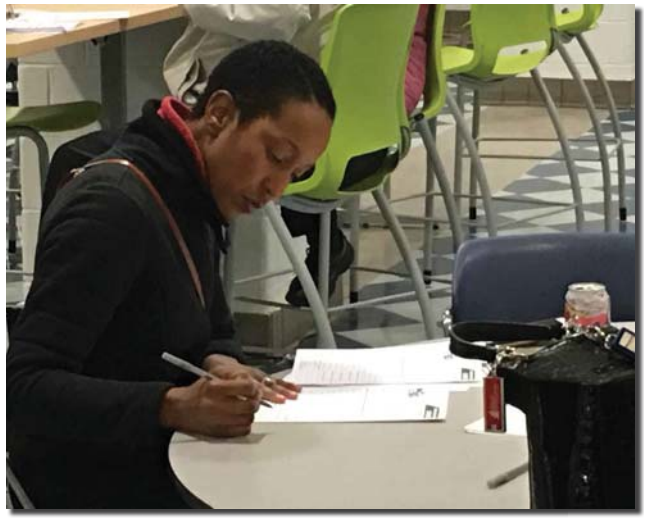
620 comments submitted from March 16 to May 1, 2018 including:

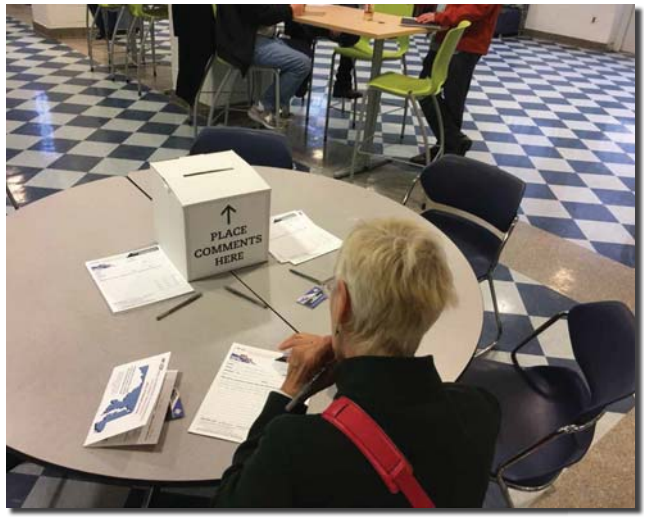
- 143 written comments at the Public Scoping Open Houses
- 126 comments via P3 study website and email and one letter received via mail
- 713 survey responses were received during the scoping period.
  Note: 345 comments via the study survey
- Six comments by phone to the toll-free number

MAJOR THEMES FROM THE PUBLIC SCOPING COMMENTS

- Support for the study, specific recommendations, or fixing congestion
- Statements about tolls and partnership with the private sector
- Concerns with effects to the environment, noise, air, and properties
- Support for improvements to transit
- Questions about the study timeline and initial outreach

The Scoping Report, including a complete matrix of comments received, is available on the website under Environmental > Resources





PURPOSE & NEED

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

The study will address the following needs.

- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Improve Movement of Goods and Services

Additional goals of the study include incorporating funding sources for financial viability and developing the study in an environmentally responsible manner.

TRANSPORTATION TERMINOLOGY

General purpose (GP) Lanes are lanes on a freeway or expressway that are open to all motor vehicles

Managed Lanes are highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions.

High-occupancy Vehicle Managed Lanes (HOV) are a highway or street lane reserved for the use of high-occupancy vehicles, a motor vehicle carrying at least two or more persons, including carpools, vanpools, and buses.

High-occupancy Vehicle Lanes

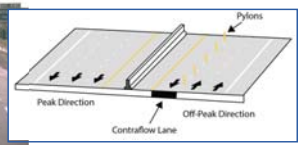
Priced Managed Lanes combines two highway management tools:

Congestion Pricing: The use of pricing to moderate demand during peak periods is common in sectors such as power and air travel. Similarly, the concept of value pricing within the highway sector involves the introduction of road user charges that vary with the level of congestion and/or time of day, providing incentives for motorists to shift some trips to off-peak times, less-congested routes, or alternative modes. Higher prices may also encourage motorists to combine lower-valued trips with other journeys or eliminate them entirely. When peak-period volumes are high, a shift in a relatively small proportion of trips can lead to substantial reductions in overall congestion levels and more reliable travel times.


Priced Managed Lanes

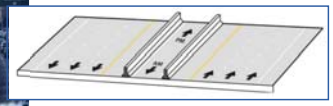
Lane Management: The rationale for lane management is to maintain a superior level of service and provide an alternative to general-purpose lanes during peak travel periods. Lane management involves restricting access to designated highway lanes based on occupancy or vehicle type. By limiting the number of vehicles in designated lanes, it is possible to maintain a desirable level of traffic service. Managed lanes are separated from general-purpose lanes by differentiating pavement striping or physical barriers, with entry often but not always limited to designated locations.

Contraflow Lane is a managed lane operating in the opposite direction of the normal flow of traffic and designated for peak-direction travel; separated by pylons or movable barrier.

Contraflow Lanes

Reversible Lane is facility in which the direction of traffic flow can be changed at different times of the day to match peak direction of travel, typically inbound in the morning and outbound in the afternoon.



Reversible Lanes

Transportation Systems Management (TSM) are actions that improve the operation and coordination of transportation services and facilities.

Travel Demand Management (TDM) is a variety of strategies, techniques, or incentives aimed at providing the most efficient and effective use of existing transportation services and facilities (e.g. rideshare and telecommuting promotion, managed lanes, preferential parking, road pricing, etc.)

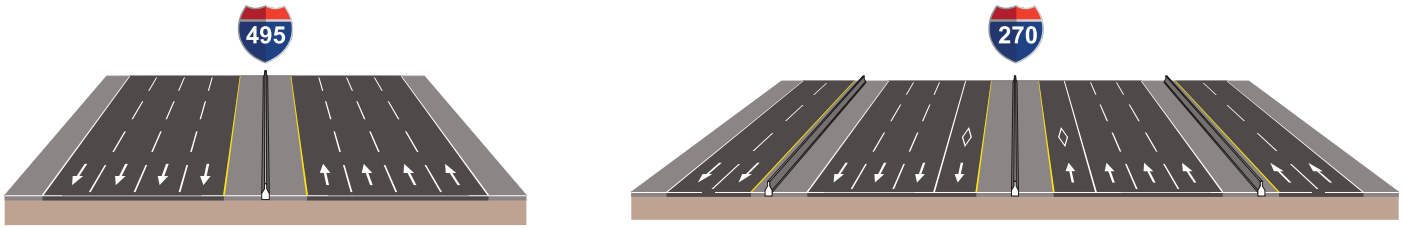
MANAGED LANES STUDY 495 270

TRAFFIC RELIEF PLAN

PRELIMINARY RANGE OF ALTERNATIVES

ALTERNATIVE / DESCRIPTION

1 No Build (Existing):
All projects in Constrained Long-Range Plan (CLRP) (including I-270 Innovative Congestion Management (ICM) improvements)



2 Transportation Systems Management (TSM) / Travel Demand Management (TDM):
Solutions **along I-495 and I-270**: restriping within existing pavement, peak period shoulder use, ramp metering and Active Traffic Management (ATM) strategies

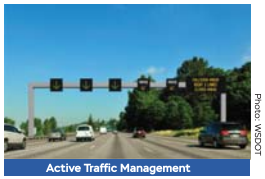
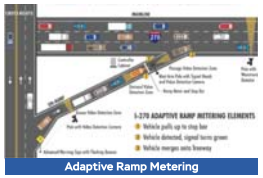
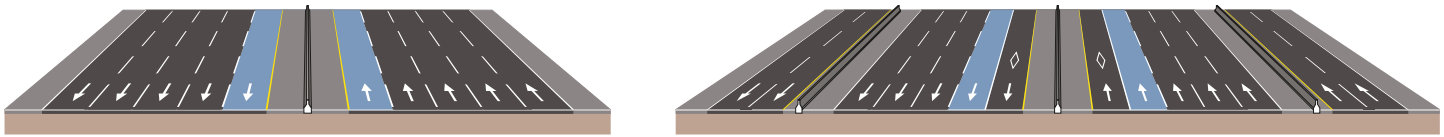


Photo: VSDOT
Active Traffic Management

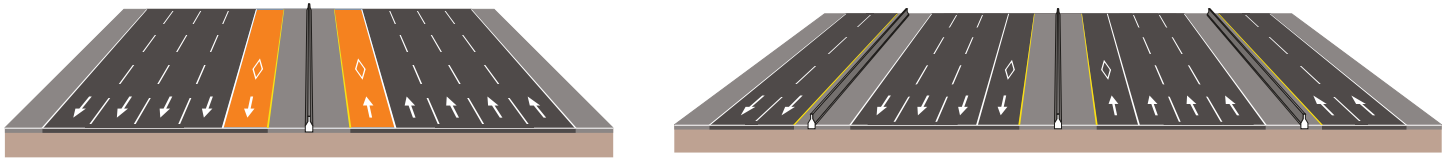

Peak Period Shoulder Use


Adaptive Ramp Metering

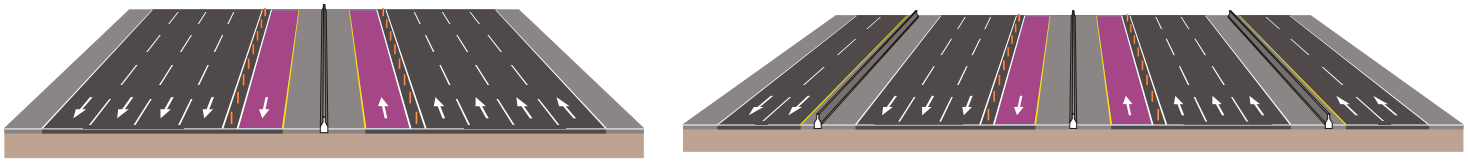
3 Add 1- General Purpose (GP) Lane:
Add one general-purpose lane in each direction on **I-495 and I-270**



4 1-Lane, High-occupancy Vehicle (HOV) Managed Lane Network:
Add one HOV lane in each direction **on I-495** and retain existing HOV lane in each direction **on I-270**



5 1-Lane, Priced Managed Lane Network:
Add one priced managed lane in each direction **on I-495** and convert one existing HOV lane in each direction to a priced managed lane **on I-270**



Legend
- New GP Lanes
- New HOV Managed Lanes
- New Priced Managed Lanes
- Contraflow Lanes

* **Note:** Managed Lanes Could Include Buses

NOT TO SCALE

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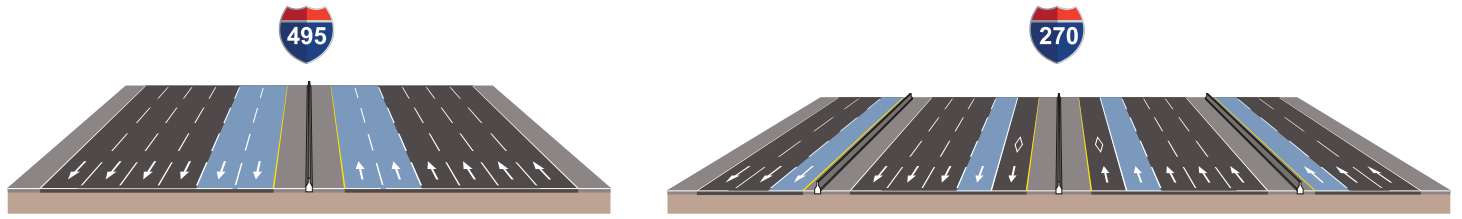
STATE HIGHWAY ADMINISTRATION

PRELIMINARY RANGE OF ALTERNATIVES (continued)

ALTERNATIVE / DESCRIPTION



6 **Add 2 General Purpose (GP) Lanes:**
Add two general-purpose lanes in each direction **on I-495 and I-270**

7 **2-Lane, High-occupancy Vehicle (HOV) Managed Lane Network:**
Add two HOV managed lanes in each direction **on I-495** and retain one existing HOV lane and add one HOV managed lane in each direction **on I-270**

8 **2-Lane, Priced Managed Lanes Network on I-495, 1-Lane Priced and 1-Lane, HOV Managed Lane network on I-270 only**
Add two priced managed lanes in each direction **on I-495** and add one priced managed lane and retain one HOV lane in each direction **on I-270**

9 **2-Lane, Priced Managed Lane Network:**
Add two priced managed lanes in each direction **on I-495** and convert one existing HOV lane to a priced managed lane and add one priced managed lane in each direction **on I-270**

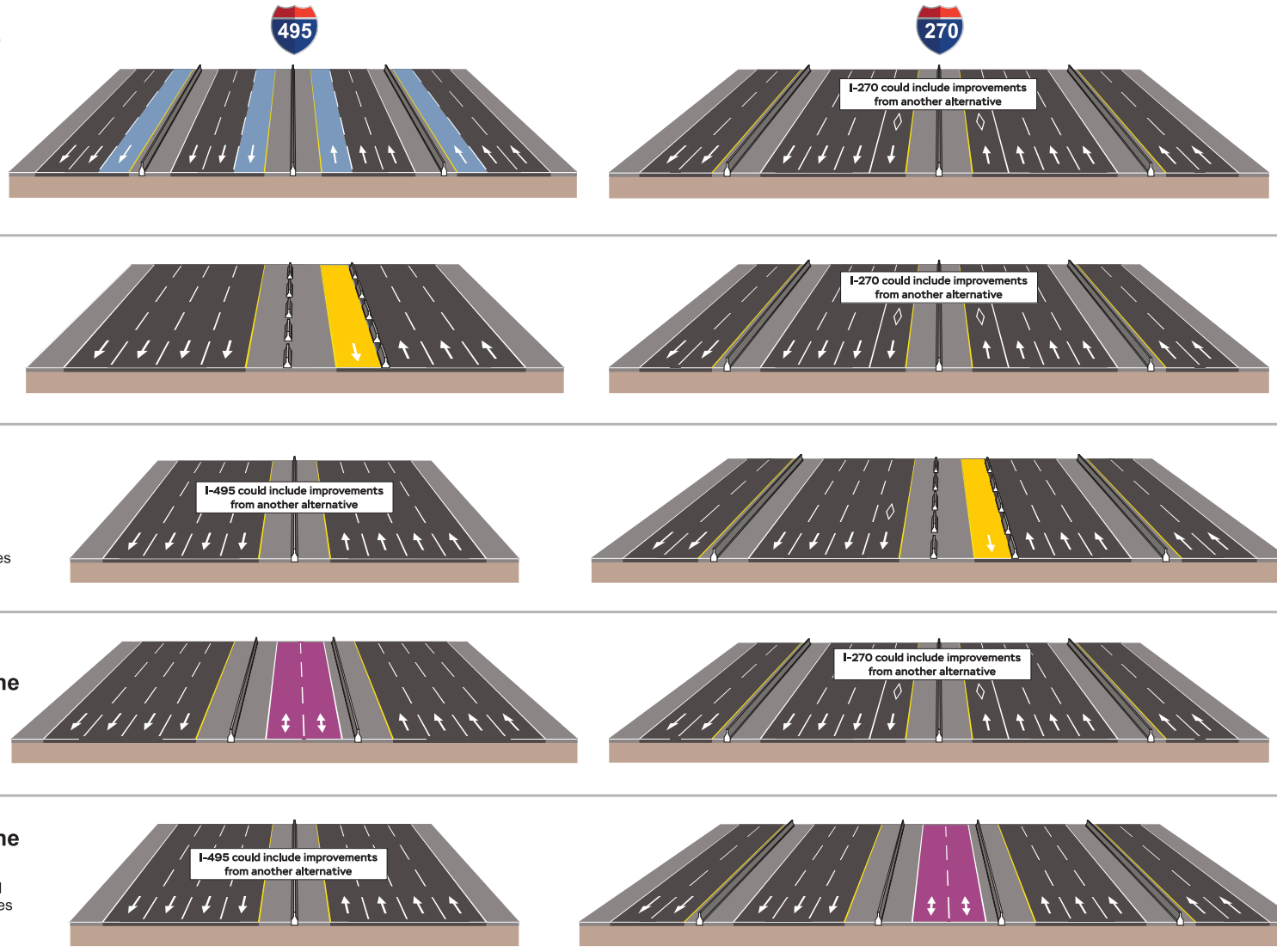
10 **2-Lane, Priced Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only**
Add two priced managed lanes in each direction **on I-495 and on I-270** and retain one existing HOV lane in each direction **on I-270 only**

Legend
- New GP Lanes
- New HOV Managed Lanes
- New Priced Managed Lanes
- Contraflow Lanes

* **Note:** Managed Lanes Could Include Buses

PRELIMINARY RANGE OF ALTERNATIVES (continued)

ALTERNATIVE / DESCRIPTION



11 **Collector/Distributor on I-495:**
Physically separate traffic using collector-distributor (C-D) lanes, adding two GP lanes in each direction **on I-495**; retain existing lanes **on I-270**

12A **Contraflow on I-495:**
Convert existing general-purpose lane **on I-495** to contraflow lane during peak periods

12B **Contraflow on I-270:**
Convert existing HOV lane **on I-270** to contraflow lane during peak periods while maintaining GP lanes

13A **Priced Managed, Reversible Lane Network on I-495:**
Add two priced managed reversible lanes **on I-495**

13B **Priced Managed, Reversible Lane Network on I-270:**
Convert existing HOV lanes to two priced managed reversible lanes **on I-270** while maintaining GP lanes

Legend
- New GP Lanes
- New HOV Managed Lanes
- New Priced Managed Lanes
- Contraflow Lanes

* **Note:** Managed Lanes Could Include Buses

PRELIMINARY RANGE OF ALTERNATIVES (continued)

ALTERNATIVE / DESCRIPTION

14A Heavy Rail

This alternative considers heavy rail transit parallel to the existing I-495 and/or I-270 corridors. Heavy Rail is a mode of transit service (also called metro, subway, rapid transit, or rapid rail) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails.

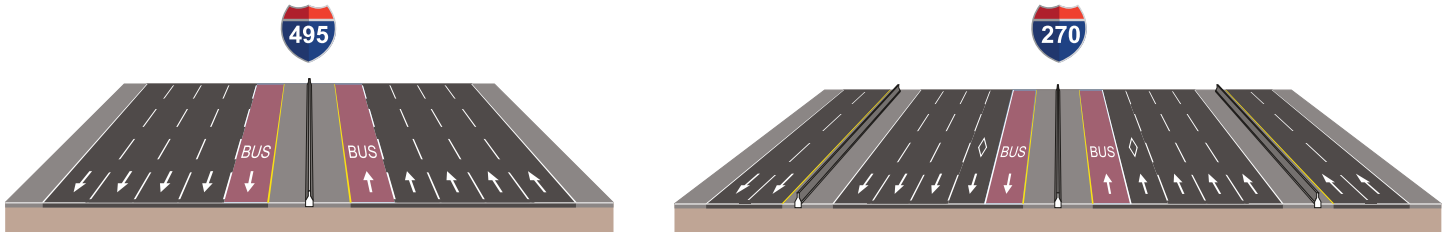
14B Light Rail

This alternative considers light rail transit parallel to the existing I-495 and/or I-270 corridors, such as the Purple Line currently under construction. Light Rail is a mode of transit service (also called streetcar, tramway, or trolley) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph and driven by an operator on board the vehicle.

14C Fixed Guideway Bus Rapid Transit (Off Alignment)

This alternative considers fixed guideway bus rapid transit (BRT) along a new alignment parallel to the existing I-495 and/or I-270 corridors. Bus Rapid Transit is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

15 Dedicated Bus Managed Lane on I-495 and I-270 Roadways



SCREENING CRITERIA

Why do we screen the Preliminary Range of Alternatives?

The screening of alternatives is one of the key elements of the NEPA process to determine which alternatives will be carried forward to more detailed analysis in the DEIS.

The initial screening of alternatives will involve a general, qualitative assessment of each alternative to determine if it is reasonable or unreasonable, or if there is another similar alternative that would better meet the screening criteria.

The following criteria related to the study's Purpose and Need will be used to evaluate and screen the Preliminary Range of Alternatives.

ENGINEERING CONSIDERATIONS

- **Existing Traffic and Long-Term Traffic Growth:** Does the alternative accommodate existing traffic and long-term traffic growth?
- **Trip Reliability:** Does the alternative enhance travel time reliability?
- **Additional Travel Choice:** Does the alternative provide an additional travel choice while retaining full-time general-purpose lanes?
- **Ease of Useage for Travelers:** Will the alternative include complex operating configurations that could lead to driver confusion?

HOMELAND SECURITY

- Does the alternative provide additional capacity to assist in accommodating population evacuation?
- Does the alternative extend the ability to quickly coordinate a traffic response by allowing use by emergency responders?

MOVEMENT OF GOODS AND SERVICES

- Does the alternative improve the movement of goods via truck freight travel?
- Does the alternative enhance the movement of services by improving access to employment centers?

FINANCIAL VIABILITY

- Does the alternative have the potential to be financially self-sufficient?

MULTI-MODAL CONNECTIVITY

- Would the alternative enhance connectivity to and between existing transit facilities near the corridor?
- Could it accommodate new or modified transit service within the alternative?

ENVIRONMENTAL

- Would the alternative require additional property?
- Would the alternative impact park properties?
- Would the alternative impact historic properties?
- Would the alternative impact wetlands and waters?

STAY CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the study team and provide comments:
  - By email at: **495-270-P3@sha.state.md.us**
  - By calling toll free at: **833-858-5960**
  - By mail at:

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

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STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

PUBLIC WORKSHOP *COMMENTS*

495 MANAGED LANES STUDY 270

Tuesday, July 17, 2018
Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt, MD 20770

(PLEASE PRINT)

NAME: _____ **DATE:** _____

EMAIL: _____

ADDRESS: _____

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

I/WE wish to comment or inquire about the following aspects of this study:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

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 project Mailing List.***

☐ ***Check here if you prefer email communications only***

Submit your Comments by August 27, 2018
You may use this form or send your comments electronically to
495-270-P3@sha.state.md.us via the website at **495-270-P3.com**.

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?**

_____

_____

_____

_____

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MANAGED LANES STUDY 495 270

PUBLIC WORKSHOP COMMENTS

You can also view the online meeting with alternatives and provide comments on the program website 495-270-p3.com

Please provide your comments on the specific alternatives below:

Alternative 1 - No-Build (Existing)	**Alternative 11 - Collector/Distributor on I-495**
Alternative 2 - Transportation Systems Management (TSM) / Travel Demand Management (TDM)	**Alternative 12A - Contraflow on I-495**
Alternative 3 - Add 1- General Purpose (GP) Lane	**Alternative 12B - Contraflow on I-270**
Alternative 4 - 1-Lane, High-Occupancy Vehicle (HOV) Managed Lane Network	**Alternative 13A - Priced Managed, Reversible Lane Network on I-495**
Alternative 5 - 1-Lane, Priced Managed Lane Network	**Alternative 13B - Priced Managed, Reversible Lane Network on I-270**
Alternative 6 - Add 2 General Purpose Lanes (GP) Lanes	**Alternative 14A - Heavy Rail**
Alternative 7 - 2-Lane, High-Occupancy Vehicle (HOV) Managed Lane Network	**Alternative 14B - Light Rail**
Alternative 8 - 2-Lane, Priced Managed Lanes Network on I-495, 1-Lane Priced and 1-Lane, HOV Managed Lane Network on I-270 only	**Alternative 14C - Fixed Guideway Bus Rapid Transit (Off Alignment)**
Alternative 9 - 2-Lane, Priced Managed Lane Network	**Alternative 15 - Dedicated Bus Managed Lane on I-495 and I-270 Roadways**
Alternative 10 - 2-Lane, Priced Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only	**General Alternative Comments**

STAY CONNECTED

495-270-P3@sha.state.md.us

833-858-5960

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

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

APPENDIX C:
Public Comments

Comment Type	Number of Comments Received
Workshop Comment Forms	58
Toll Free Line	115
Website Comments	1110
Survey Monkey	384
Emailed Comments	532
Mailed Comments	83
Total Comments Received	2282

Theme	Supports I-495 & I-270 Managed Lanes Study	Does Not Support I-495 & I-270 Managed Lanes Study	Acknowledge Congestion is a Problem	Supports Improvements within Existing Footprint Only	Alt1	Alt2	Alt3	Alt4	Alt5	Alt6	Alt7	Alt8	Alt9	Alt10	Alt11	At12A	Alt12B	Alt13A	Alt13B	Alt14A	Alt14B	Alt14C	Alt15	Transit	Supports HOV Lanes	Does Not Support HOV	Does Not Support Tolls	Bicycle and Pedestrian	Environmental	Noise	Air	Property	Screening Criteria	Quality of Life	Concerned about the use of Public-Private Partnerships (P3)	Outreach
	6	1	30	46	26	29	23	22	25	18	17	20	20	19	18	24	24	24	26	31	24	22	19	27	9	2	4	3	11	5	5	13	4	6	1	9
	0	12	19	58	0	0	0	0	0	2	2	2	2	2	2	0	0	0	0	0	0	0	0	7	0	3	3	0	3	2	1	44	4	8	2	26
	25	83	115	466	18	26	15	17	8	10	10	10	10	10	15	22	17	7	7	16	17	16	16	452	31	6	152	40	348	160	158	511	11	333	37	45
	71	33	57	68	168	163	163	160	167	165	161	161	161	157	156	159	156	158	151	164	167	155	146	159	16	1	55	12	64	37	23	117	1	11	14	21
	8	11	242	402	4	18	7	8	3	2	2	3	6	3	5	12	11	3	3	7	6	6	8	158	10	0	28	8	217	98	90	340	20	305	26	22
	5	5	68	59	31	24	31	28	25	29	27	29	28	26	25	25	26	30	31	31	32	30	29	48	7	3	10	3	23	12	13	45	4	33	1	10
Total	115	145	531	1099	247	260	239	235	228	226	219	225	227	217	221	242	234	222	218	249	246	229	218	851	73	15	252	66	666	314	290	1070	44	696	81	133

Percentage of Rockville	
Comment Type	%
Workshop	19%
Toll Free Line	32%
Website	45%
Survey Monkey	28%
Emailed	64%
Mailed	46%
Overall	45%

Date Received	Comment	Alternative 1 Input	Alternative 2 Input	Alternative 3 Input	Alternative 4 Input	Alternative 5 Input	Alternative 6 Input	Alternative 7 Input	Alternative 8 Input	Alternative 9 Input	Alternative 10 Input	Alternative 11 Input	Alternative 12A Input	Alternative 12B Input	Alternative 13A Input	Alternative 13B Input	Alternative 14A Input	Alternative 14B Input	Alternative 14C Input	Alternative 15 Input	General
7/17/2018	Scope: It appears to have been designed so narrowly that only highway widening meets the criteria. Screen criteria- where in the region is there the greatest need for pollution? Environmental justice? I take the beltway in Silverspring everyday on my rush hour commute. We need TRANSIT	This would be vastly preferable to the widening schemes				Adding lanes just adds more traffic. In a few years, we won't be able to tell a difference			They havent worked in Virginia (financially). Why would they be bette there								Strongly support and it would be cheaper! Please .take these seriously. Your goal should be less to relieve congestion (in specific routes and more to move people from A to B 9 as opposed to moving cars)				
7/17/2018	1., I wish to see alternative methods of traffic diversion in the event of an emergency situation as opposed to halting traffic at a stand still. 2. I would also like to see more frequent road assistant vehicle on the beltway, especially in early morning hours, and the later night hours	Please explain this in etail	Whats the difference between TSM and TPM?	Do emergency vehicles (i.e. ambulances, fire trucks, police cruisers) have priority in these lanes	Are there going to be more HOV lanes implemented on 495 with peak times?	What does this mean exactly? Would you have to pay extra mony to utilize this lane?	Are there any vehicles prohibited from using the QP lanes?. i.e. commercial vehicles	What will be the peak times these lanes are enforced?	What will be the peak times?	Are these prices based on rush hour and non rush hour times	What will be the peak times?	What is this exactly?	How will this affect rush hour traffic?	N/A	What will be the price range of this concept?	N/A	What are the peak times?	What are the peak times?	What does this mean exactly?	What will be the peak times this is implemented?	I would like to see at least (1) one additional lane added to 495 inner, and outer loop to expland to 5 lanes.
7/17/2018	Residential zoning and future construction should be primary factors in study if increases in population density increase traffic flow, the expensions impact in easy traffic is rendered moot.																				
7/17/2018	Outreach: April meetings not well publicized. What is the process for adressing the proposed transfer and changes to I-295 (Baltimore-Washington Parkway)? Public comments. What are the relative costs of each of the alternatives.					No											Not yet looked at detail. Any of these better	Not yet looked at detail. Any of these better	Not yet looked at detail. Any of these better		Dedicated truck lanes?
7/17/2018	2 things: 1. Why not look at building any passes for these as is being done throughout Montgomery, PG, Howard counties. I'm sure as other counties as well. (Townson, Route 50 in MD) 2. How about separate truck lanes? When they go up hills they drive slowly. going down= go faster.			Build over passes as in number of counties in MD but on smaller, less congested roads compared to 495 & 270		No - Northern VA		Good idea if people don't put dummies in their vehicles	Don't become Northern VA	Same response as 8 answer	Same as Alternative 8 answer	?	This is like Colesville Road in Silver Spring during rush hours. It works.	Same as 12A	No	No	Don't think so. Metro has enough problems now to add more no good	Yes if there is more than one stop along way. Not just Bethesda directly to New Carrollton		Should be separate lanes for trucks as well	
7/17/2018	Why is the effect any project will have on climate change not mentioned anywhere? I also don't see what the point of this all is if you have no idea what the impact of any of these will be? A 10 yr old could google a list of alternatives that is just as helpful.	No something has to be done	No	No	eh, not my first choice. Should encourage HOV in existing lanes	No	No	eh, not my first choice. Should encourage HOV in existing lanes	No	No	No	No	Hazard	Hazard	No	No	Works everywhere else in the world	Works everywhere else in the world	I normally don't like rules but this could work	I normally don't like rules but this could work	Talk about climate change, air ludle quality, and think larger than 20 yrs. Traffic will come back b/c induced demand
7/17/2018	A dedicated bus lane, BOT free, not cost, for riders. Some method of moving traffic which is from outside the area and travelling to places outside the area dedicated separate lane?																				
7/17/2018	My wish is for specific regulation of public sector contractors for- employees assigned to this project, especially lower level paid employees. 1. 40 hours per week (no on-call, split shans) 2. Sick leave 3. Vacation 4. Medical insurance 5. Retirement financial opportunities. This project is for peoples use. It should not be built by employees who may not be able to afford to even use toll roads.					Will never be fair for drivers?		Where to say "enough"?													
7/17/2018	I approve of light rail, bus lanes, HOV lanes. However, I do not support TOLLS!																				
7/17/2018	Unsubstantiated claim about traffic growth. Please provide references to support claim. Why wasn't completion along original I-95 right of way considered? What is current revenue of ICC and I-95 North of Harbor Tunnel? Why isn't improvement of current rail service considered? Where is the overall Transportation Plan? … very haphazard																				
7/17/2018	I am curious what transit alternatives are beign considered - both improvements to existing transit (MARC , Brunswick Line) and new corridors, especially in south central Prince George's, where circumferent's transit is very limited. I think that transit improvements are a much better long term solution, given the need to conserve fossil fuels and reduce CO2 production.																Improved Brunswick Line service is an obvious alternative that would likely be superior to and cheaper than highway widening. Red line extension might help, too, but would be too long for buck.	This option seems particularly appealing in the New Carrollton to Largo corridor, probably as an extension of the Purple Line.	See comment on 14B		Alternatives that involve widening the roadbed strike me as very undesirable, due to impact on communities of widespread demolitions.
7/17/2018	No mention of other alternatives- MAGLEV, tube tunnel project, additional MARC trains	I do not fower adding additional lanes	I favor adding systems to existing lanes										I favor using existing lanes.		I favor using the existing lanes		No mention of potential MAGLEV from Washington to Baltimore	No mention of additional MARC trains from Washington to Baltimore			
7/17/2018	Neighborhoods impacted in College Park- land taken by imminent domains, noise reduction plans		Good low cost near-term mitigation plan.							All price managed options will have minimal impact on non-toll travel (roads). Incentivizes contractor to maintain congestion on non-toll lanes to increase profit on the toll lanes.							Strongly in favor. Each metro line in MD has an existing station within roughly 1/2 mile of beltway. Would dramatically increase the viability of metro as a commuting option & increase use of existing metro.				All options are likely to increase noise and take houses in my neighborhood. I would like noise reduction to be a serious consideration- properly sized noise barriers and berms, road routing to minimize noise in neighborhoods.
7/17/2018	Why is air and water quality not an eval criteria? Your purpose and need is rather vague and generic. When you identify accomodating existing traffic and growth, this is in regard to whom. Are we addressing the general public over all improvements or selective service groups. Provide additional travel choices. Again, this is so generic it becomes meaningless unless defined. Travel choices to urban center, to commercial, retail, social services, day care?		I hope that the consideration of aggressive TDM applications are considered. I wonder to the city center in strictly controlled in Beijing. SOV is limited and transit is very subsidized. I was in Bermuda and private van services are available everywhere. DC is encouraging that all leading occurs after widening.																		ROW is a major concern in my community, as is the cost of project, cost to taxpayers, and cost to user
7/17/2018	I believe I'm on the Historic Structures Section 106) review. I remain interested and concerned. Looking for mitigation opportunities. Please advise if BW Parkway is involved.	Yes	Yes	No			No					No	No	No	No		No	No	Yes		Make sure the trail corriongs (i.e. Cherry Hill) are involved in mitigation, make sure "tourist areas and corridor" signage is included, daylight an improve stream access. Possibly include ART
7/17/2018													(circled)	(circled)	(circled)	(circled)					
7/18/2018	1. Complete study of I-270 North of I-370 at the same time; the IMPS could be phased to occur after I-495/I-270 (South of I-370) IMPS are completed. 2. Consider including completion of mid-county hwy (M-83) to its entirety between ICC and MD 355/I-270 as a congestion relief option. to address potential closures of I-270 North of I-370. The connection will also remove a good number of vehicles on I-370 Will los I-270 NB.	No	No	No	No	No	No	Both these options are preferable	No	Both these options are preferable	No	No	No	No	No	No	No	No	No	It will be great to keep an alternative that will enhance transit options along 495 and whole of I-270	Any future alternative considered for I-270 North of I-370 must explore completing Mid County Hwy (M-83) between ICC and I-370/MD355
7/18/2018	I am strong proponent of this project. Wanted this to happen sooner. Also, would like this to be expedited.							This seems to be the best option													
7/18/2018		Not an option - need to do something	Good first step	Need to do more than that	Good support - need to discourage single occupancy vehicles	Don't like giving up HOV lane. Have to think about this. I know money works in HI but leaves out people who can't afford it. Make free for buses.	No need to do more than that	Good Support				Good	No	No	Too Complicated	Too Complicated	Good	Good	Good	Good	Facilitate HOV vehicles and Buses
7/18/2018					What would happen to HOVI lane when it ends at the Virginia Border?				Both HOW and Managed lane on I-270 would be confusing		Both HOW and managed land on I-270 could be confusing for drivers				Traffic is congested on both sides of I-495 reversible lanes would be ineffective					
7/18/2018	Environmental issues, including air pollution, green house gasses, water pollution should be a primary consideration. Giving electric/hybrid vehicles priority in some way would be helpful. Emphasizing public transport would be helpful. Developing an alternative that does not selectively adversely affect poor people is important.		This is a positive alternative				Not clear to me that this would provide a cost-effective, long-term benefit			Too economically discriminatory						Very desirable to enhance/expand this alterative	Very desirable to enhance/expand this alterative	A positive alterative	A positive alternative	#1 Priority - minimize environmental impact #2 Priority - move people (not just cars) in a cost effective way
7/18/2018	Clarksburg Village Community and up-county needs solution!	Worst Option!							This is a great choice as well. "One Paid" "One HOV"						Good One too	Good One too	I don't mind to pay higher tax for this option. Top 1 Choice	I don't mind to pay higher tax for this option. Top 2 choice			
7/18/2018	No Construction	Good	Good	Sounds ok too	ok				No	No									That is perfect		
7/18/2018	Pay to play toll roads are in my mind, completely un-American!		Red Light Camera entry points have been very successful in the Los Angeles area. It keeps traffic/flowing - is egalitarian - fair - and works well!	Utilize one set of shoulders. There is no need for two shoulders during rush hour! Do not allow police and fire to block move lanes that absolutely necessary, pleez! That should be illegal!																
7/18/2018	Request Presentations																				
7/18/2018		The poster should specify "2050" next to "No-Build".	Blocking entrance ramps will cause traffic backings on the roads that connect to the ramps, which they are not prepared to handle																	Buses should be on right - most lane. They are dangerous when they cross lanes	1. MDOT and other public entities need to ensure that the P3 always decides for the good of the public. 2. I question whether moving goods by truck should be screening criteria. Goods are candidates for public transit height restrictions. 3. As in the past and elsewhere, every option to ease private vehicles will fill quickly. They are all losing and vital options. 4. Short term, lowering the toll on MD 200 will ease traffic for parts of 270 and 495 5. By 2040, automated private wheels and buses will be able to coordinate with each other to drive more closely together and at the same speed. You should consider this. 6. A compromise between heavy and light rail is to offer express service between the most popular stations. 7. Transit use would increase if smaller feeder vehicles, such as vans and half-buses, went deep into neighborhoods to pick up commuters, etc. who should be discouraged from driving a few or more miles to a transit station. Transit use would increase dramatically if the total commute time (including the time to get to the station and the waiting time) on less- popular routes. 8. More than 4 lanes together is dangerous. 9. Using the shoulder is dangerous 10. The quality of paper for this form and handouts is wasteful. 11. The P3 should be about all travel needs in the area, with mass/public transit getting priority. 12. Having to pay for itself is low priority, Much higher priority is serving the needs of everyone to move around efficiently at less cost to the environment. Serving these higher needs will compensate for higher initial cost. 13. 270 in Frederick needs to be included. In addition, the Monocacy River bridge needs to be widened to 6 lanes. Both should be part of the 270 and 495 improvement. 14. Consider charging HOV-2 to HOV-3 for heaviest traffic times. 15. Consider incentives for drivers to start and work at home to avoid traffic load. MDOT shouldn't be sold within state government. 16. Consider tighter subsidies for mass transit use 17. Start thinking many decades ahead, like the West Europeans do. It's time: MC & PGC are filling up
7/18/2018	No questions. I just want to be kept informed.																				
7/18/2018	I'd love to see something that engages both carpooling (HOV) and Mass transit, along with managed pricing. I like # 10, 13a,13b,and 14c in particular																				
7/18/2018																			The area involved will keep growing tremendously. So, BRT, without creating more road, tools, etc. would be more efficient to move traffic flow through MDCO.		
7/18/2018		This seems to be one of these pro forca "knocked down" alternatives created to please the NOTA group. How will this improve transportation in/out of city centers?	Without additional travel corridors into and away from the city this will not improve transportation access. This alternative does not provide additional travel corridors.	It would seem that this study is predicated against this alternative, as financial viability defined as being costing taxpayers nothing, would be unattainable	Without additional travel corridors into and way from the city this will not improve transportation access. This alternative does not provide such additional corridors. Simply moving congestions from one place to another is not an improvement. This study needs to be more.	Without additional travel corridors into and out of city this will not improve transportation access. This does not provide such additional access corridors.	Without additional corridors into and out of city this will not improve transportation access. This does not provide such additional access corridors. "Same As 4"	"Same as 3"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	"Same as 4"	This alternative has good potential to add travel corridors in and out of city centers	This alternative has good potential to add travel corridors in and out of city centers	"Same as 4"	"Same as 4"	
7/18/2018	Roads should be simple for mistakes don't happen. Attendant who spoke up at end of meeting. She knows people who drive on the highways changing from lanes to get to the exit. The don't own I phones. - Can't afford it!					No priced lane				No							Transit			Only bus traffic	
7/18/2018	We need to get cars off the road by encouraging carpool or vanpool. When a group of seven commuters vanpool, they remove 6 cars off the road, resulting in less congestion and less pollution. One way to encourage commuters to carpool/vanpool is to provide them with HOV lanes that will decrease their commute time. Toll lanes do not accomplish the same goal as HOV lanes.	Not sustainable	No	No, capacity will be rich sooner or later	Encourages carpool and vanpool, which reduces the number of vehicles on the road and reduces pollution. Best option.	No	No	Very good option. See Alternative 4.	No	No	No	No	Ok	Ok	No	No	No	No	No	No	Encourage carpool/vanpool to reduce pollution and get cars off the road
7/18/2018	Who decide to pursue this? This is crazy! Have you visited and driven on our roads? They are already dangerous! Why can't MD-Wash-VA be leaders in public transportation! Keep our environment simple, safe, and clean!			Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash					Why make more huge businesses in Montgomery County, which creates problems that even road expansion will not accommodate.
7/18/2018	You MUST send letters to ALL homes that are within 700 feet of I-270&495		Sounds good	Narrowing lanes could increase accidents otherwise, these sound sensible	Ok., toll?	This would be a short term congestion reliever-NOT long term! Also very expensive . A waste of money.	No!	This would increase congestion in the remaining 3 lanes			No!				Yes!						
7/24/2018	Sound barriers for my development. Rambling Hills Development butting early 70s before sound barriers. We have experience increase noise levels from beltway traffic.																				
7/24/2018	First, I see no data on traffic patterns! Where are they coming from and where are they going? We should start there first. Where is MDOT public DATA at?													Preferred #1	Preferred #1	Preferred #2	Preferred #2				
7/24/2018	TSMTDM - 1. Purchase 200 to 300 electric smart cars, which take up half the road space as person SUV's and personal vehicles. These vehicles would be leased to regular commuters who use this highway network. The lease rate would be very low 2)DO your segregate through trucks and through motor vehicles for safety. Toll theses! Do not widen the road south of Clarksburg except in very small areas that need full reconstruction.	COG Model may not be corrected! Are there various growth scenarios?	I like this!							These are good too					Good to Consider	Good to Consider					No Criteria including environmental justice inspection other road system, all modes, bikes and pedestrians
7/24/2018	I appreciate SHA efforts to engage the public on this important study. However, I have strong concerns about the outreach in the community. The Largo HS or the Pit Community College is a better location to get input from residents. Central HS is out of the way and the surrounding community doesn't use the beltway as much as the communities near the beltway. Please make a better effort to engage users and reduces living near the beltway!		Would need constant enforcement by state police. Concerned about motorists following signs.		Limited impact. Non- HOV users would drive into the lanes	Limited impact	Concerned about property impacts and noise		Concerned about land impacts											Too Many Alternatives!!
7/25/2018	It is too dangerous to add lanes to 495! We should NOT add any lanes to 270 from the beginning of 270 through Germantown! We should get rid of the local lanes on 270. Adding lanes will increase traffic not make it more manageable.	Yes! On 495 and 270 through Germantown	It would be helpful if you did not use jargon	Adding lanes will bring more cars. This is NOT a good option	No	No	No!		No	No	No	No	Sounds Dangerous	Sounds Dangerous	Please don't use jargon. That is not good communication. If you are talking about	Toll lanes, please say so.	We must improve Metro! We already have metro. We should improve it and use it.		We should look at this and assess	We should study this option	It was clear that the public was not able to ask questions or give options after
7/25/2018	Destruction of neighborhoods, increased noise and air pollution. Stop expanding roads; storm water drainage issues if you pour more concrete (Oh-oh! City-Get alternatives to work-schedule, use reverse lanes, quit developing so far out. Let's brainstorm other ways to live without dependence on cars. Expand metro service, parking at metro stops so people can use it. How can you say it will being 2050 when so many studies need to be done? Sounds like you have already decided this.	This is a preference	I don't think you made this clear. What is this?		This is already in place, right?	No			No way! Destroys neighborhoods	No	No	No	What is this?		Potentially would work, might be dangerous.	This seems economically feasible alternative	No - penalizes low income	No - penalizes ow income group	I'd like more info on this	Add more parking at metro lots			Should not be prices. This punishes/ penalizes lower income groups and would not add lanes
7/25/2018		Support	No Comments	Oppose	Oppose	Same comment as for 12B	Oppose	Oppose	Oppose	Oppose	Oppose	Oppose	No Comments	No Comments	Not opposed so long as it fits in with existing foot prints of highway	No Comments	Same comments as 12b	I'm supportive of extending MARC service with a 3rd rail and enhanced hours and park service			I'm supportive of investing in BRT on MD-355 and continuous design of the ICT	Support if it doesn't expand the physical footprint of the highway	
7/25/2018	1. I appreciate that materials were available on the website 2. I also appreciate that this round of public meetings is taking place 3. You must be transparent about plans and public development 4. I'm concerned about impacts on my way home, will you take my home? 5. Why can't you tell me I have any chance to affect the outcome? The current process is construed 6. If you do take my home, will I get fair value, and will I get assistance in relocation? 7. Why cant you tell us why alternatives will widen the roadway?																				
7/25/2018		There are already many accidents on 495, including from lane changing more lanes will increase such accidents and deaths! This before expanding/widening.																			Better and wiser to build extra route. Good for everyone also. Esp. counter-terrorism point of view or even potential war like attacks.
7/25/2018	Small part of the overall project, but big potential to reduce congestion by improving bike/pedestrian trail access about/behind/across 495 and 270 as part of other work - no bigger potential than adding bike / trail access over American Legion Bridge. Far more bike reconnendations in this region than rest of state.																				
7/25/2018	Outer Beltway - at least , 2 more Potomac crossing , catch up with population increase!																				
7/25/2018		Yes				I do not like this. It is confusing and expensive							Yes		Yes!		Absolutely No!				I do not like any of the price managed options. I resent that my tax dollars are used and then I still have to pay to use the road. I would rather eliminate any of the existing after road was paid for. It makes me angry every time I go to VA and see the prices. I am depleted. I avoid using the ICC for this reason.
7/25/2018	Please build more metro and underground railway systems. Better parking enforcement. NO MORE PEOPLE except babies. Save the bike routes. Build up instead of flat. Have the 2 new lanes above the old ones.	Doesn't work but no need to move	Sounds pretty good. If no building, LA has better traffic with metro added.	No Thanks	Not used legally	Pretty good on 495 not 270	Worse	No one would use it legally	No Comment	Pretty Good	Nope	Not going to stop traffic, too many people	If no build do it	Same as above	No	Ok	Yes we need this please do it	Please connect DC and Baltimore with it. Its money making and lets me keep my house	Adds traffic, dumb! Money loss front yard becomes bus stop and .on ramp	Not smart people will go in their that aren't busses	Build more underground trains
7/25/2018	Any building or construction to add priced managed lanes should not be paid to outside company. If MDOT has money to pay for this it should be to Maryland Transportation and therefore money stays in MD and pricing and accountability for charging to use these new priced managed road is held by local government rather than handed over to a company that cares where MD autonomy is chipped away whatever construction needs to be negotiated with that VA government. I'm concerned about private company dictating what we local commuters must pay.												Yes		Yes						Don't pay separate company to do this construct priced managed lanes keep the money and accountability with the local government.
7/25/2018	The information should give host width variability. It currently varies, but each alternative should provide information. Every P-3 is put together to make money. Why was this not addressed? MDOT vision 2035 and 2040 is not being considered. That vision has large environmental components that aren't being considered. Where are the screening criteria? How about all the homes taken? More transit please!	Advantage - Feeder roads aren't overwhelmed with new traffic that can't be handled. Currently many roads are at capacity near I-270 and 495. Where would new traffic go?	This is theoretically being implemented with the million proposal. If more can be done, great.	Needs to handle transit and carpools as priority, not general lane	Reasonable alternative	How much would it cost? If it's like Virginia, it's not effective as current studies have shown.	No! Not environmentally friendly	No! Not environmentally friendly	No! Not environmentally friendly	No! Not environmentally friendly	No! Not environmentally friendly	Too much pavement. Not acceptable	Possible	Possible	Possible	Consider MARC. It's already there. Why isn't it part of the alternatives? Virginia is moving forward with VRE and ridership is up as more services are added. MARC should do the same.	Consider, study please	CCT? Or a modified CCT is a good alternative	Yes, possible	There is always government cost. The first words at the workshop were "no government funding". This isn't true - let's be honest.
7/25/2018			This should be added in junction with another solution	Don't do this because of induced demand	HOW is having abused	Toll lanes are often unused								Please do this! One direction only needs 2 or 3 lanes whiles the other needs 4-5 lanes.		Maybe a free reversible lane on 270	Improvements to metro please!				Use the lanes you have more efficiently. Avoid widening at all costs.
7/25/2018	The environmental criteria needs to include greenhouse gases and local air quality as the primary criteria not an afterthought to be studied later. As weather around the globe clearly affects, we are in early stage climate change and it will get much worse. Maryland has aggressive climate change goals. Unless they are primary in major transit study they will never be met. I believe that the rail options are the only way to meet this - but unless they are studied from the beginning, how will we ever know.																Cars 2-way/ all day/ weekend MARC be implemented sooner, with less cost?		Can plan fund MoCo BRT - we already have a plan, why isn't the state working on this?		
7/25/2018	Your process for these events needs to be fixed.	YES!	Trucks worth a try if it's safe	No	No	No	No	No	No	No	No	?	Worth a try	Worth a try	No	No	No	We have purple line.. Why not see how that works	No		
7/25/2018	The plan to widen I-270 through Rockville will destroy green space and create unbearable noise in neighborhoods near I-270 even if property is not taken. Nothing has mentioned loss of Green Space (including Rockville Senior Centers). Financing of this boondoggle has not been presented. clearly. Tolls will only impact some of expense. Impact statements must include greenspace effects and noise. The funding of the studies already done as well as	In some areas of I-270 (e.g. I-270 Falls Road to I-370) could be a no build area	Could remove barriers between local and general purpose open additional lane or two (rather than two Must happen ASAP	Not Rockville!	Could use median separation local lanes into HOV lane	Would this alternative lead to no new property obstruction / acquisition?			I do not understand this one- needs clarification	No adding lanes	No		?	Worth a try	No extra lanes through existing property! But seems to add toll lanes	No	No	Would this alternative require acquisition of properties. Why not add money to metro?	Like BRT for 355 as proposed but not take property or destroy green space			
7/25/2018	The 4 high-level criteria do not give adequate weight to the taking of private residential and commercial property. This should be one of the high-level criteria by itself. There was too little opportunity for questions. In the big presentation you can hold questions to the end, but then you should take questions in a big group. You can have people put questions on cards to control the Q&A part. But you should have it. The whole thing had a feeling of managing people.	No	Maybe	Can you do it without physical, widening of the footprint? If do, yes. If not, no!	Can you do it without physical, widening of the footprint? If do, yes. If not, no!	All of these would probably require a physical widening of existing highways so no!	All of these would probably require a physical widening of existing highways so no!	All of these would probably require a physical widening of existing highways so no!	All of these would probably require a physical widening of existing highways so no!	All of these would probably require a physical widening of existing highways so no!	All of these would probably require a physical widening of existing highways so no!	Ok	Ok, just 1 lane	Ok, just 1 lane	Not sure	Not sure	Are these really practical given the need to provide parking and access to the stations, etc.?	Are these really practical given the need to provide parking and access to the stations, etc.?	Are these really practical given the need to provide parking and access to the stations, etc.?	Are these really practical given the need to provide parking and access to the stations, etc.?	You can incent carpooling, you can incent smaller cars, you can penalize 1-person SUV commuters
7/25/2018	Will the American Legion Bridge be rebuilt? Have you looked at enhancing MARC? Will the project also include needed maintenance/ renewal of these roadway? Induced Demand, no more road!	This sounds best to me, minimize damage.	This sounds clever and a good use of existing resources		I am generally opposed to paving over more of Maryland and taking peoples homes												There doesn't seem to have been much through put into these	There doesn't seem to have been much through put into these	Buses are good. Would trolley buses work?	Buses are good	
7/25/2018	Improving the public transportation demolishing of home																Needed	Need		Needed	
7/25/2018	Impact on community amenities and home values in South Four Corners - Alternatives for eliminate tolls on MD-200 add tolls to American Legion bridge	Best retains established community amenities	Also protects established communities.		Will come at significant detriment to											Will significantly expand row and destroy surrounding communities. Difficult to build on curves	Some issues as 13A, but fewer pass-through drivers to confuse			This alternative has good potential to add travel corridors in and out of city centers	Need to expensive then 14a, but could still impact quality of life in surrounding neighborhoods if done right			None of the criteria for evaluation consider community impact. Many buses along the row will be impacted directly and indirectly!
7/25/2018	The proposals are horrible. They will not make congestion any less. Extend Motion Parkway to the UC . Add more general	Dumb	Stupid	Will help a little	Same as 3	Will not help	May help reduce congestion	Will not help	Little effect	Same as above	Dumb and expensive for users	Little help but better than nothing	May help	Good	Hurt Users Money	Hurt Users Money	Might Help A bit!	Might Help too!	Questionable	Same	Extend Montrose Parkway to the I/C and consider elevated express lanes on I-95 and 270
7/25/2018																					

Date Received	Comment	Response Executed
7/16/2018	Confirming location of next public meeting	
7/18/2018	Why no public testimony at meetings	Called to discuss format
7/18/2018	Need a map which shows homes that will be taken (Upper Marlboro)	called back to clarify
7/18/2018	Need information mailed – Washingtonian Towers – Gaithersburg	maild meeting notice
7/18/2018	Concerned about losing property- when are the meeting	called back to provide info
7/19/2018	Concerned about meeting format – no testimony - Rockville	called back to clarify
7/19/2018	Concerned about meeting format – no testimony - Rockville	called back to clarify
7/19/2018	Concerned about meeting format – no testimony - Rockville	called back to clarify
7/19/2018	still concerned about losing property - called previously	called back to clarify
7/21/2018	Need ASL interpreter for eleanor roosevelt meeting	Handled
7/22/2018	Looking for workshop materials on website.	Called to clarify.
7/22/2018	RSVP for public meeting	called back to clarify
7/22/2018	~34 called complaining that no meeting was scheduled for the Silver Spring area	Explained meetings will move around
7/24/2018	concerned about losing property- Gaithersburg	called back to clarify
7/24/2018	When will project start construction- will I lose my home	called back to clarify
7/24/2018	General project questions- not enough community outreach	called back to clarify
7/26/2018	When does comment period end	called back to clarify
7/26/2018	Frustrated with open house and process	called back to clarify
7/27/2018	Potential Alternatives	
7/30/2018	House near the beltway - Want to understand how the prospect will help me	
7/31/2018	Calling about an Association Meeting	
7/31/2018	City PIO (Rockville) - Online feedback - Can this be used for comments	
7/31/2018	Woodley Garden Civic Association - Looking for a date for next week and will call	
8/1/2018	Trying to submit comments	
8/1/2018	comment deadline	called back to clarify
8/4/2018	Opposed to project – destroy homes, community – Rockville	
8/8/2018	26 calls captured - Opposed to project – destroy homes, community – Rockville	
8/9/2018	Some key concerns: • She has some document that has 300 ft boundary and assumed it was the limit of disturbance; • Claims homes along I-495 Exit 29 (Wheaton)/Muirwood/Waterford Road have been structurally damaged by the noise wall and construction on I-495; • Claims existing noise walls are not working; • Wanted to know if eminent domain would be invoked; • Requested a ROW Specialist, I referred her to Tina Swain (District 3);	Referred to Tina Swain in ROW
8/9/2018	Deadline for comments - Want to offer suggestions for references	
8/12/2018	Concerned about losing property- Rockville- repeat caller	
8/12/2018	Concerned about losing property – Rockville – repeat caller	
8/13/2018	Dedicated Buses - Don't demolish homes - Look into Frederick	
8/13/2018	Against widening - Do not destroy comments	
8/13/2018	Permenetly opposed to this project it will bring utter devestation	
8/13/2018	Concerned about say on project - I want to protect out neighborhood	
8/13/2018	Concerned about toll free lines - Why does it take 6 lanes for it to happen	
8/14/2018	Live along I270 focus on alignments that do not impact the transit, reversible lanes	
8/14/2018	Concerned about losing property – Rockville – repeat caller	
8/15/2018	Opposed to widening in Rockville - Public transportation is the solution - Alreadt dragged on prospect value - Lee Vhang Study (effective of expanding)	
8/15/2018	Highly object to the widening - Will make our houses less valuable - Widen near Germantown - You are devaluing our homes - Make sure everyone calls	
8/15/2018	Find another solution - Don't display lanes	
8/15/2018	Very Concerned - Don't widen 270 at all - Will impact widen lanes	
8/15/2018	Very frustrated – please do not take our homes	
8/16/2018	General Questions	
8/16/2018	Opposed to the widening - Property line behind the present sound barrier (270) - Reversible Lanes	
8/16/2018	Totally Opposed	
8/16/2018		
8/16/2018	Totally opposed to widening - Please do not widen	
8/16/2018	You need to add lanes in Frederick, not in Rockville	
8/16/2018	Concerned about the widening	
8/18/2018	Concerned about Lexus Lane - Concerned about the project - Homes will be destroyed	
8/18/2018	Purchased my home in 2016. This will put me right on 270 - Noise Issue - Property Value - Opposed	
8/18/2018	Line in Rockville neglected - Concerned about exposition - Not a good solution at all - Get rid of HOV - Just finished the new school	
8/18/2018	Concerned about expansion	
8/18/2018	Concerned about toll free lines - Why does it take 6 lanes for it to happen	
8/18/2018	Why did you go into my backyard - Property - Use ICC	
8/18/2018	Home is at 270 - Concerned about how impact property - Also sent letter	
8/18/2018	Do not widen I - 270 - Look at new bridge to support American Legion - Combine Route 27- & 28 - Upgrade exachanges - Use local 270 lanes - Reversible Lanes	
8/19/2018	Reserve Lanes - Least disruptive to homes	
8/19/2018	Expanding 270 is a terrible idea - Do rail similar to VA - Rail better for enviorment	
8/19/2018	Firmly Opposed - Loss of homes - We will oppse this	
8/19/2018	Against the widening of our neighborhoods this would be severly impact - No physical widening - Lane reversible	
8/19/2018	Live in Rockville - Concerned about physical wideig of I-270 - Reversable Lanes - Public Transportation - Concerned about impact on neighborhood	
8/19/2018	[Street name provided] - Rosewell Park - Totally again widening of I-270 - No one wants their homes taken away	
8/21/2018	Need exact highway lane markings	
8/21/2018	Oppesed to wideing - Destroy the parks - Destroy the Shopping Centers - Do multi use lanes with reversible lanes	
8/21/2018	Alternatives - 6,7,8,9,10,11 opposed - will depress and destroy community	
8/21/2018	MD National Assocate Paving Conference	
8/21/2018	Object to the widening - Alreadt 12 lanes - No moral right to do this	
8/21/2018	Opposed to widening	
8/22/2018	Widening 270 would ruin the community	
8/22/2018	Reverse Lanes (yes) - Against I - 270 targeting homes and commuting lanes	
8/22/2018	Will property be offered?	
8/22/2018	Against wideing 270 - Widen the entrances of 495	
8/22/2018	This is not necessary - Do feasible lanes during rush hour	
8/22/2018	Do not widen 270 - Will destroy communities - more lanes,mean more traffic - pollution - also oppose P3 - Invest in public transpotation	
8/22/2018	Regent Condominiums - Opposed to expansion - Better solution an outer beltway, further out (germantown) - Or a light rail system	

Date Received	Comment	Response Executed
8/22/2018	West end of Rockville - Eliminate HOV at the (spurs) North and South of Frederic area is the problem	
8/22/2018	Against the project - You would be taking homes - All you will do is increase traffic - Need reversable lanes - Decision should be no	
8/22/2018	Fallsworth Community - Against widening - We want our homes - Do reversable lanes	
8/22/2018	Opposed to any of the two lane widen footprint - 6,7,8,9,10,11 adamately opposed	
8/22/2018	Again Lexus lanes - State will tax residents - Please don't let this go it's enough	
8/22/2018	No physical widen of I-270 - Reversable lanes - Been home 40 years - Frankly devastating	
8/22/2018	Opposed widen of 270 - Already 11 Lanes behind my house - Will delay neighborhood	
8/22/2018	Call Back	
8/22/2018	Widen current proposal -Do not HOV	
8/22/2018	Concerned about spread of the profit - Need to look into more options - New budget is needed (American Legion Bridge) - Loo for exchanges and reverse lanes	
8/23/2018	Opposed to widening – Rockville	
8/23/2018	Rockville – do not widen highway – already 12 lanes	
8/24/2018	· Severe concerns about expanding · Understand the needs to address traffic · But look at the area where the road narrows to two lanes · The portion you are looking at – exit 8 on down – does not need to be widened · Widening lower will not help homeland security – look further into Virginia/Herndon · Examine options further north (Frederick) · Concerned about environmental impacts you would buy and destroy existing communities and businesses · Wildlife will be affected – deer that cross under 270	
8/24/2018	• No physical widening of I-270 • Reverse the traffic in the mornings and evenings	
8/24/2018	• Want to print out power point	
8/24/2018	• Business owner • Great neighborhood – when we purchased there was no discussion about widening • Not fair – you have to find another solution • Impact the neighborhoods and our lives and our finances	
8/24/2018	• Opposed to any changes that involve widening • I am a DC resident but I lived in Woodley Gardens • These should not be a toll road – roads should be free to use by the community	
8/24/2018	· We already have 12 lanes · This will cause people to lose their homes · Widen in Germantown and Frederick · The entire neighborhood is against this · Do reversible lanes – or widen toward Germantown and Frederick	
8/24/2018	· Do not choose an option that means physical widening – already 12 lanes wide · Destruction of homes and commercial property · Recognize the need to address traffic – use the reverse lanes option · Adding more lanes is environmentally destructive	
8/24/2018	Rockville – do not widen [my street] – this is a condo – you would have to pay all of us	
8/24/2018	Rockville – strongly opposed to widening	
8/24/2018	Woodley Gardens – totally against the widening – reversible lanes	
8/24/2018	the issue is the American legion bridge – widen that bridge	
8/24/2018	Rockville – totally against the project – widen in the Frederick area	
8/27/2018	• Rockville – Woodley Gardens • Opposed to widening • Use alternate lanes • Take out the middle barrier • Widening will ruin the communities and businesses	
8/27/2018	• Screening criteria leaves out a major concern – destroying homes and destruction of businesses • Studies show that expanding highways do not decrease traffic congestion • The projects can actually result in emotional/mental problems for the persons whose lives are disrupted	
8/27/2018	• Opposed to any expansion of 270 or 495 • The definition of the need – is undemocratic – you have reached a limited audience • We do not need to accommodate additional traffic growth • We need to expand and enhance traffic • Heavy and light rail and BRT is what needs to be expanded • The needs for the study are fundamentally flawed • The screening criteria foes not even address carbon output (global warming) • Tolls benefit wealthy males	
8/27/2018	• Rose Hill Falls • Lived here for the past 25 years • 320 Winding Row Drive • Paid extra monies for landscaping and natural trees and strongly oppose widening of 270 • I could lose my home or the value would decrease • Trying to survive off the equity in my home • We do understand that there is congestion – but please do not add lanes	
8/27/2018	· Green Place Terrace (Rockville) · Progress YES but not at the expense of our neighborhoods · Do reversible lanes	
8/27/2018	What is the deadline for comments? - Are you looking into car emissions as part of enviorment criteria?	
8/27/2018	Do not widen 270 (Rockville)	
8/27/2018	Totally opposed to project – will destroy the community (Rockville)	
8/27/2018	Opposed to widening – Rockville	
8/27/2018	Opposed to widening – Rockville	
8/27/2018	Opposed to widening – not opposed to progress – have to figure out another way	
8/27/2018	Opposed to widening	
8/27/2018	do not expand 270 (Fire Princess Court)	
8/27/2018	so not expand 270 – project goal is wrong – tolls wrong – P3 wrong (Rockville)	

I495/270 Website Comments	
Submitted	**Comment**
7/17/2018 14:01	How is the study going to take into account the reduced traffic that will be brought about related to the Purple Line being built? Also, the ROI of a Beltway widening vs. greater investment in public transit? And finally, the public health effects of increased pollution brought by more cars to the surrounding neighborhoods? I am opposed to increasing lanes on the Beltway and I-270 as it will simply encourage more cars to enter the roadway, causing a number of other cascading problems.
7/17/2018 20:42	I would like to see alternatives that include the majority of the work increasing rail service between the major hot spots. I foresee the I-270 corridor having rail between Rockville, Frederick, and Hagarstown and points in between. I'd also see many of the vehicles eliminated on I-495 once the purple line is completed and by complementing that with rail service between Baltimore County, Howard County, Upper-East Mongtgomery County down to Silver Spring. Virginia is expanding it's rail service out past the airport because that's where people live. Rail service in Maryland needs to be following these same rules.
7/17/2018 21:39	Pricing of toll lanes needs to be capped at a reasonable level that is accessible to ALL Maryland motorists. "Lexis lanes" with the sort of dynamic pricing we see on I-495 in Virginia are acceptable.
7/18/2018 11:39	No toll lanes. No public/private 'partnerships'. That's just a way to funnel huge profits into private companies and friends of politicians at my expense. I pay federal, state, and local tax. I pay gas tax. I pay property tax and sales tax and registration fees. You can damn well find a way to fund highway maintenance and improvements out of all those taxes. I will do my very best to vote out of office any politician who supports tolls or public/private partnerships.
7/18/2018 12:21	In advance or in conjunction with any upcoming construction plans, are you exploring options to reduce overall traffic? Perhaps tax incentives to companies to implement 4-10 work schedules? Enforcing a system where different companies fully close on different work days or where 20% of the office picks a different day could substantially reduce the demand on our roads during rush hour. Similar incentives for companies to create work from home policies would continue to reduce demand. How about government subsidized satellite office space where workers could get access to high speed internet and a desk situated before key choke points? Besides reducing traffic demands on our roads, these policies would have environmental impact in reduced emissions and reduced demand for gas. Another suggestion would be to restrict dump trucks and semi's during key rush hour windows. I know from experience that dump trucks struggling to get up hills on 270 cause a lot of slowdowns and blockages. More efficient management of the traffic flow would stop bottlenecks and prolonged congestion as a higher volume of cars could take advantage of existing lanes. Thank you for your consideration and attention to the traffic problems.
7/18/2018 12:51	I am strongly opposed to toll roads. The Federal Government and State governments have plenty of money. The government does not need all of its employees working in DC. And they don't all need to work 9-5 hours. Build more roads. Use eminent domain. Expand Metro rail service, but give priority to roads. A carpool lane during high traffic periods is acceptable, but only for new lanes. Keep the existing lanes as is.
7/18/2018 13:20	When will plans for fixing 355 and old Baltimore be made? I have lived and worked in Germantown / Clarksburg for 25 years and there is "plans" for improving infrastructure between these areas but all I see are new communities being built adding to make the congestion worse. The communities have 4 lane internal "roads to nowhere" that do nothing to improve the Clarksburg-Germantown connection (270, 355, and Old Baltimore remain as choke points with no improvements being made). Montgomery county is charging almost $100K per new house for improved infrastructure that is not realized.
7/18/2018 13:35	I hope the transit option is seriously considered. Here in southern MD we also have terrible congestion, and there is no transit at all to DC except for 3 hours in the morning. If we had all-day transit I believe that would serve to remove a certain number of cars from the road, which could help. There's been a study but nothing is being done with it. I believe the same thing is true of northwestern Maryland, so I hope you consider transit, and not just "study" it and then put the study on a shelf to gather dust.
7/18/2018 14:23	If Maryland transportation leaders want to reduce congestion, a moratorium on new homes in the I-270 corridor is necessary. How many new homes with new drivers will be added during the next 'few years' that you are contemplating solutions?
7/18/2018 14:43	Part of the slow down on the beltway is caused by other factors than just volume. One is poor design of the shared entrace/exit lane. A perfect example is where the BW Parkway meets the outer beltway. The congestion in this area is often due to traffic in the right lane having to slow down significantly to enter the exit lane. The lane is shared with the entering traffic from the BW parkway and is way too short to accomodate the volume of traffic that uses it. Please make sure to address these issues. Because adding an extra lane or a toll lane will not fix the problem in this area. Please also look at using governing lights on the entrance ramps (as they do in many other states). This helps to spread out the traffic as it merges on to the interstate and prevents a lot of breaking and chain reaction slow downs in the travel lanes.
7/18/2018 16:30	Fixing the road surface on the beltway would make me happy. Take the Governor and Highway superintendent for a ride on the beltway and let them see and feel the huge craters in the road. Especially inner loop between RT 1 and RT 201, The outer loop at 450 is HORRIBLE. In less than 2 years I put 3 new windshields in my car due to rocks hitting my windshield on the beltway and 2 front end alignments due to driving on the crater-way. Does anyone read these comments?
7/18/2018 17:22	While I certainly appreciate the effort, and concede that "something" needs to be done about traffic on these roads, the plans to widen the Beltway footprint is a non-starter. And I say this as a lower MoCo resident who drives on the Beltway daily. First, a rhetorical question: how on Earth are you conducting public meetings to discuss widening 495 and not holding one in Silver Spring? Are you afraid of the response? As a former resident of a home that will definitely be taken in any Beltway expansion, you need to be upfront with residents that any widening WILL result in homes being taken, probably at financially unfavorable terms for the owners, or worse, the Beltway will simply be moved 20-30 feet closer to their homes for peanuts in compensation. I found the response by an official at the Greenbelt meeting, as reported in the Washington Post, to be dismissive and insulting. Of course we know which homes/businesses will be fully or partially taken. It's too late to widen the Beltway. Too much has been built around it. What are you going to do with Holy Cross? Blair High School, specifically, the stadium? All the parks and playgrounds that extend right up to the sound walls? The golf course? The YMCA? And that's just in Silver Spring alone. The property acquisition costs alone would seemingly kill this project before it even starts. Unless you screw certain residents, of course, for "the greater good." This is in addition to cutting down thousands, probably tens of thousands, of trees that serve as a natural barrier for these communities. The reason that advocates are so vocal about opposing plans like this is that you guys go into PR mode from the beginning and refuse to discuss the natural consequences of such a project. Just be upfront and let people decide. It's simply too late to consider expanding the footprint of the Beltway. Find a different way (and don't say "Purple Line").
7/18/2018 19:08	I commute to/from Virginia from Silver Spring. On the Capital Beltway, have you considered maintaining a 5th lane on the inner-loop from the American Legion Bridge to just past the exit for River Road? It would entail paving (or otherwise modifying) a short stretch (~500 feet) from the ALB to where the Clara Barton merges in, and opening the shoulder (or adding a new lane) from where the Clara Barton merge-in ends to where the Cabin John Parkway merges in (about 1 mile). I understand there's more to it than just that, but that's the crux of it. Those changes would keep that right lane open all the way from the AL Bridge to the exit at Rt. 355 and reduce the effects of merges over that distance (and probably back into Virginia). Thanks for listening. I do "performance engineering" for various federal agencies, so I know there's more to it than what I've suggested here (especially the down-stream effects), but thought I'd throw it out to you as a suggestion.
7/18/2018 19:35	I am very opposed to any sort of toll or added monetary cost solution. Tolls and fees place an unnecessary burden on our lower income citizens, and basically give our wealthier citizens a literal free ride to roads with less traffic. Even a toll of $40 each way is not an issue for a wealthy person. They will pay it, and will enjoy the benefit of a road with less traffic on it, as well as no impact to their monthly bottom line. Whereas to a poor person, that toll might mean no food for the week. Tolls and fees to use public access roads basically mean 'free for rich people'. And it means that people with less access to expendable cash for things like road fees and tolls will be forced to take longer alternate routes, or not use those roads at all, in ways such as cancelling vacations or local road trips, or not taking jobs in areas where they would have to use a road with a toll or fee to get to work on time. We in Maryland already pay some of the highest taxes in the nation. Our taxes are paying for these roads to be constructed in the first place. To them turn around and add additional monetary penalties to drive on these public roads is unfair. Please find a solution that does NOT punish lower income drivers.
7/18/2018 20:37	What about the American Legion Bridge?
7/18/2018 21:39	I read with interest the article on widening I-270 and adding toll roads and bus lanes. But I didn't see any indication that you also are considering extending Metro to Frederick with intermediate stops between Shady Grove and Frederick. A large volume of traffic on I-270 is coming form areas north of Shady Grove Road. I urge you to add to the proposals extending Metro. The tracks would be above ground and could run parallel to the train tracks. Metro extension makes more sense to me than dedicated bus lanes
7/18/2018 22:46	As an interim fix, I think MDOT needs to address the disparity between the existing north- and south-bound HOV lanes on I-270. I have never understood why there is such a big difference between the extent of the HOV lanes. Going north, the HOV starts on I-270 spur, and extends all the way to Exit 18 (Clarksburg), immediately before I-270 reduces from 3 lanes down to 2 lanes. You would think, then, that going south, HOV would start at Exit 18. But, no, going south, the HOV lane doesn't begin until between Exit 8 and Exit 9 (which means it's AFTER the exit for the Shady Grove Metro station) -- that's a 10-mile difference!! HOV going south needs to start much sooner. Traffic in the morning rush hour is very heavy in Germantown and Gaithersburg. Starting HOV sooner might help encourage more car pooling. Additionally, it might increase incentive to take public transportation to Shady Grove Metro. Right now there's no incentive, if you're coming from the north, as it's a faster trip by car than by bus when's there's no HOV for a bus to take. The other thing I would like to see as an interim step, in conjunction with starting HOV southbound at Exit 18, is raising the I-270 from HOV-2 to HOV-3 (both directions). This would increase carpooling and incentives to take buses, and might also help create slugging along the I-270 corridor.
7/18/2018 22:48	I have been a MD resident since 1959 and a Frederick/Urbana resident since 2006. Its about time I-270 north of Exit 18 got the attention it should have gotten since the road was laid!! All these years Moco and PG have gotten the lions share of funds and still have horrible traffic and road problems. At the same time, north of Exit 18 get repaved instead of widened to accommodate commuters outside the money and voters!
7/19/2018 15:02	I believe in the toll lanes on 270 North and South. The HOV lane that was created is totally useless to people who have two or more in their car, unless there are police patrolling this lane everyday. This lane is slower than the other three on most mornings and evenings. The reason, people who are not HOV are riding in this lane because they know there are no cops to pull them over, which then clogs the lane for the people that are actually HOV cars. I know this because I live in Germantown MD and work in Arlington VA and travel this lane everyday. I can tell when the police are patrolling, because the lane moves much faster than normal. Putting in toll lanes will make money for MD and cause people who don't want to pay or get tickets in the mail, to not use this lane and make it a better express lane than the way it is set up now as an HOV lane.

Submitted	Comment
7/19/2018 19:56	I STRONGLY oppose any options that involve widening of 495 and 270. Any relief of traffic congestion from widening would be only temporary, and the cost to neighborhoods, parks, and the environment would be WAY too high. Money and time should be put toward improving traffic management on existing roadways, mass transit, carpooling, telework, etc.
7/20/2018 15:36	Overall, I do not think any of the proposed alternatives provide a sustainable, equitable, or efficient way of properly serving the demand for transportation across the Beltway or I-270 corridors. Widening either of these highways should be a non-starter. This would require the demolition of countless homes and businesses, for a project that has questionable long-term benefits. The principle of induced demand clearly shows that road expansion efforts, while providing short-term traffic relief, ultimately lead to the same or even higher levels of traffic congestion as the increased road capacity alters people's transportation decisions. These efforts also promote sprawling development, which runs counter to Montgomery County's goals of sustainable, green development practices. Instead, the state should focus on promoting better land-use practices and improving mass-transit. By increasing the number of homes built near job-heavy areas served by transit such as Downtown Silver Spring, Bethesda, Rockville, and other Red Line stops, we can increase the number of people taking transit or walking to work, reducing the number of people that need to sit in traffic. Additionally, the state should look at using these funds to instead improve our existing transit. For instance, building a third track along the Brunswick MARC line would allow for bi-directional, frequent service. This rail line serves many communities that are served by I-270, such as Frederick and Germantown. Improving this would provide a much better and more sustainable way of moving people along this corridor. This would also support increased residential and commercial development among these MARC stations. The state should also focus on building the CCT and BRT along 355, ensuring that both operate in completely dedicated lanes with off-board fare collection and transit signal priority. These would connect areas that are underserved by transit to job centers and the Metro, obviating the need for I-270 expansion. To address Beltway congestion, the state should focus on supporting Montgomery County's efforts to build BRT along Viers Mill Road, with dedicated lanes. Additionally, the Purple line and the increased residential development along its stations should help provide an alternative to the Beltway. To improve this further, Maryland should consider cooperating with the state of Virginia to extend the Purple line to Tysons--which would help alleviate congestion at the American Legion Bridge and connect Maryland with an important regional job center--and have an ultimate goal of having a circumferential Purple Line, with extensions to Tysons, Falls Church, Alexandria, The National Harbor, Largo, and then to New Carrollton. This would provide a transit alternative to the Beltway that is more sustainable economically and environmentally than expanding the Beltway and further destroying a community. Overall, adding lanes to 270 and the Beltway is needlessly destructive and short-sighted. It will provide no long-term benefits to the areas concerned. We have already seen one expansion of I-270, and clearly traffic has not improved. It is time to consider bolstering our existing and under construction transit such as MARC, buses, and the Purple Line to provide these transit alternatives, and to examine how we can improve our land use to create denser, mixed use communities offering easier access to jobs, entertainment, and transit.
7/20/2018 15:54	will hov-3 ride for free just like they do in va?
7/20/2018 15:58	why isn't there option to convert existing 2 lanes to toll lanes on 495 and make it reversible?
7/20/2018 18:54	I am writing to voice my strong opinion that highway widening should NOT be undertaken unless it is focused solely on increasing average vehicle occupancy, such as HOV lanes and support for mass transit. It is well-understood that adding additional lanes of travel to a highway creates an induced demand for more car traffic. These solutions almost never solve the core problems that citizens complain about, which are congestion and long travel times. Furthermore, the increased VMT due to additional car traffic only further perpetuates our reliance on fossil fuels and contributes additional pollution to our atmosphere, which has both local and global consequences for health. New traffic projects should focus on incentivizing modes of transit that raise average vehicle occupancy, such as HOV lanes and BRT systems that interconnect with other forms of mass transit. Please also consider improving other mass transit service, such as decreasing headways on buses - especially during rush hour - so they become a viable commuting option.
7/20/2018 20:50	WIDENING THE BELTWAY (NOT A GOOD IDEA) 1. Widening the Beltway (I-495) will not accomplish anything in the long run. 2. More traffic will be allowed to happen with the exiting choking the arterial streets. 3. Homes and places of worship will be destroyed. 4. Parkland will be lost. 5. Recreational areas will be lost such as the Sligo Creek Golf Course and the YMCA. 6. The area around the Beltway will become more congested. 7. Property values will decrease. 8. People will not want to live in the area near the Beltway. 9. Tax revenue will be lost. 10. Current elected officials will be voted out-of-office. From current residents of Silver Spring, MD:
7/21/2018 0:56	I like the effort to encourage new ideas, including variable toll lanes. It has been frustrating to see Virginia be the local leader in transportation. But, I am disappointed not to see new ideas such as autonomous vehicles and shared mobility. I am working with two west coast cities to deploy a family of techniques to reduce traffic congestion and stimulate economic growth along major corridors. Our approach combines reverse congestion pricing (pay people not to use single occupant vehicles); business partnerships (we focus on the travel needs of their employees " and in return they provide financial and management help); travel is done in shared vehicles (with faster speeds on HOV lanes and reduced costs for places with tolls); and autonomous vehicles. The AV will be phased in, but these will reduce costs. It would be great fun to see Maryland try something similar.
7/21/2018 16:21	I am writing to express total opposition to any proposal which would widen I-270 or I-495. I support proposed options 1, 2, and 12. I strongly support options 14 and 15, so long as they do not include any expansion of either interstate. I will do everything in my power as a Maryland voter to oppose ecpansion politically, especially voting out Gov. Hogan. The traffic in this region is a tremendous problem, but the way to solve it is not to widen highways. All empirical research shows that widening highways does not improve congestion in the longterm, it simply induces new demand and encourages sprawling development. The best way to reduce traffic congestion is to provide alternatives to driving, and to encourage dense development that reduces the need for driving. We should continue to invest in adding affordable housing stock in Bethesda and Silver Spring. We should not be building highways to effectively subsidize far-flung exurbs in Frederick County, straining our infrastructure even more. It's particularly egregious to benefit a smaller exurban population at the detriment of the greater number of people who live in the more densely populated areas around 495 and the southern end of 270. These are the people whose homes will be seized through eminent domain to widen the highways and whose families will be exposed to pollutants and environmental health risks by increased car traffic. The future of this state has to be dense urban development. We are seeing this in the massive migration into cities and close in suburbs, and the expressed preferences of job-creating businesses like Amazon and Mariott to situate themselves in dense, transit accessible areas. Widening interstates is a step backwards, and in the long run, will be seen as a short-sighted, politically motivated boondoggle. Again I am totally opposed to any proposal which would widen I-270 or I-495. I support proposed options 1, 2, and 12. I strongly support options 14 and 15, so long as they do not include any expansion of either interstate. I am prepared to vote accordingly in November.
7/21/2018 17:55	I believe a rail option, especially a light rail (14A) would be the best for relieving congestion in the crowded DC suburban area, and especially in Montgomery County. Not only is it more environmentally-friendly than constructing a new lane, but it also encourages the use of public transportation, which in turn relieves carbon emission effects. Furthermore, a rail would pay off itself in a matter of no time. Over 1 million people ride the Metro on weekdays, according to Metro's ridership statistics for the month of June. A decently-sized portion of that population hails from southern Maryland, a group whose fare could help boost the Maryland economy. A railway that runs up Montgomery County and connects with DC's Metro would certainly ease commute to Rockville, Bethesda, and DC, the hotspots of business, as well as ease travel from Frederick to Clarksburg, a commute that many staff members of upcounty MCPS schools must take every day. With so many lane-related options on the table, I think it'd be a shame for such a cost-effective and green solution to be swept under the rug, and I truly believe that it should be given serious consideration.
7/21/2018 18:05	With the two roads in question already having double digit numbers of lanes it seems incredibly wasteful to continue widening the roadways here while the Marc Brunswick Line languishes and there are no transit options between Montgomery and Fairfax Counties. There's no way to build your way out of congestion when you also have major jobs corridors along the two highways in question. Focus on moving people rather than cars using the Red Line, the Purple Line (extended in to Virginia) and frequent two-way service on the Brunswick Line. Then expand bus options across the legion bridge and help people move around (like I could if offered a job in Maryland) without adding to congestion and pollution.
7/21/2018 18:43	I am strongly against any widening of the Beltway or I-270. Adding more automobile lanes will simply lead to more automobiles and the same level of or greater congestion, with additional pollution being spewed into our air and the highway-adjacent communities. A better solution for improving mobility is adding mass transit, such as buses with dedicated lanes or rail transit, that can move greater numbers of people more efficiently and sustainably. Adding alternatives to automobile transportation is ultimately the only way to reduce congestion on these highways, especially as the population of our region continues to grow.
7/21/2018 23:56	Widening highways worsens car traffic and will lead to increased pollution and commute times. Increases access to public transit and improvements in rail service between Washington, D.C. and Baltimore will reduce traffic congestion and provide more equitable access to transportation while decreasing our dependence on cars. INDUCED DEMAND IS REAL AND IGNORING IT IN MARYLAND WOULD BE CATASTROPHIC.
7/22/2018 20:32	It is time for Maryland to live up to its "progressive" reputation. Widening the beltway will only put more cars on the road and the extra lanes will soon become just as congested as the current lanes (see https://en.m.wikipedia.org/wiki/Induced_demand). Let's stop using old, worn out solutions, which do not work for our people or the environment. Instead let's bite the bullet and spend our time, energy, and money on real innovative solutions to our traffic woes. Please, show some courage!
7/23/2018 0:39	I have lived through a couple of I-270 expansions. They made traffic worse during construction. Upon completion, they only helped for about 6 months. This is NOT a solution! All companies along the corridor should offer (or should require) telecommuting whenever possible. A decent bus service from upcounty (Montgomery) would help. Currently, the #90 RideOn bus only goes from Damascus to Shady Grove Metro. A bus should go from Damascus/Clarksburg to the Germantown Transit Center and to the Fallsgrove Transit Center.
7/23/2018 13:26	This project looks like more of the same solution of enlarging the funnel to cram more commuters into a center area. I have lived in the Los Angeles and San Francisco areas where the same solutions were tried. All this process leads to is a wider road that ends up with the commute at the same congested speed and travel times running up to three hours. Why not instead spend the planning time and money on ideas of how to spread the centralized job center outward? If a state is willing to offer so much to get Amazon why not spend some to encourage other businesses to come to where people live rather than the reverse? Less traffic in one directional flow plus a gain for all the support businesses that would thrive from more local interaction. Malls are suffering from less consumer traffic. Why not give tax breaks to businesses that could populate half of mall centers? Commutes would become local, mall businesses would thrive and local taxes would increase. Parking lots are already in place. Bus transportation is already available. And if necessary neighborhood job shuttles could be added. There are other sites in addition to malls that can also be used. The Discovery building comes easily to mind. All of this serves the current commute jobs in existence by moving them locally while at the same time adding more to the communities. Instead of trying to think outside of the box about bringing more people into the box why not think in terms of concentric circles of prosperity surrounding DC? Instead of creating DC in the image of Atlanta, Dallas, Los Angeles and San Francisco bring the jobs outward rather than jamming more commuters inward. The proposed plan is destructive to local communities. Why not plan to add rather than subtract?

Submitted	Comment
7/23/2018 15:22	I strongly oppose the widening of the beltway project. It is only going to create more traffic and destroy a neighborhood. We moved to South Four Corners because of the community, the proximity to the hospital and the walkability with minimal noise. This proposal destroys the neighborhood and the good does not outweigh the bad.
7/23/2018 16:25	I think adding lanes to 495 or 270 is not a good idea. It is clear from the 30 years of experience I have living in the MD suburbs of Washington, DC, that building more highway capacity is NOT a solution to the region's traffic problems. Widening highways only provides more incentive for people to move further away from the current employment centers. Highways that are widened quickly become more congested and overall traffic worsened. We already have too many single occupancy vehicles in Maryland and in the DC area - they kill 40,000 Americans per year, they clog the DC area with polluting (noise and exhaust) traffic, they take up way too much space for travel and parking, and they are contributing substantially to runaway global warming. What we need to do is provide more non-car alternatives to getting around, including more mass transit options like BRT, make it safer for people to bicycle to jobs, to entertainment and to mass transit.
7/23/2018 17:56	The proposal to widen 495 and 270 in any amount is utterly disappointing. As a lifelong resident of Montgomery County, I can verify from personal experience that smart growth is the only alternative. Adding more lanes to the major vehicle arteries in an around the county will only encourage the already-detrimental and overwhelming tendency that DMVers have to drive. As study after study proves, more drivers on the road leads to more pollution, loss of animal habitat, and still allows congestion to form in even higher amounts. What the hardworking taxpayers in Montgomery County need is improved, sustainable, and functional public transit. Furthermore, we need to encourage and incentivise corporations and non-profits to establish headquarters around the county, to allieviate our citzen s need to commute all the way into DC. Our small communities deserve to be revitalized, self-sustaininga place where we can truly live, work, and play. I am truly sickened by the notion of beltway/270 expansion. This is a haphazard and careless option that shows absolutely no interest in preserving the sustainability and liveability in the DMV. My husband and I purchased our first house in Four Corners in early 2016, the home we plan to retire in. Since then, we have had two children who benefit from the offerings of this amazing community ”walkable parks, trails, community centers, a hospital, all of which are now at risk of destruction if the beltway expansion proposal moves forward. You will both literally and figuratively uproot the lives of many young families like ours, should any physical expansion of the beltway or 270 occur.
7/23/2018 22:15	This can't be considered a serious option. The amount of loss to the whole neighborhood would be profound - would you really do away with one of the major maternity care hospitals in the region, with much needed and much used parks and community centers? Do you realize how mobilized and well-educated that community is? You will have people laying on bulldozers. And if you widen the road, then less people will take mass transit and there will eventually be just as much congestion on the beltway as before, and then what? You can't pave the whole neighborhood and make the beltway 20 lanes each way.
7/23/2018 22:23	I do not support a public/private partnership for 270 and 495. This will hurt local businesses and have a major impact on the lives on Maryland's most prosperous county. Also, I don't want Hogan friend's benefiting for prosperity of this county.
7/23/2018 23:35	I am AGAINST expansion of the Beltway and 270. Transportation is now the largest source of climate-disrupting greenhouse gas in the U.S. The current proposal could increase CO2 emissions by more 100,000 tons over a 50 year period according to a Sightline Institute study. This is the equivalent emissions from more than 21,000 passenger cars. In addition, there are other solutions to consider than an extraordinarily expensive lane increase. Some other solutions might include waiting to see the effect of the Purple line, increasing and improving HOV lanes, running express buses, and creating more interconnected bike paths.
7/24/2018 17:35	I would like to ask if the Spanish version of the Online Public Workshop would be accessible. Is there one in Chinese as well? Thank you.
7/24/2018 19:49	Is there consideration of the environmental impact studies that were done that were instrumental in not allowing for a direct exit off 495 for the BRAC of Walter Reed and Bethesda Naval Medical Center? Just wondering how a new study of similar areas could be different? Thank you
7/25/2018 18:12	I do not agree with the plans to widen the beltway or 270. 270 is already 5 lanes wide. The Beltway was built through old neighborhoods in the Silver Spring, Bethesda area and it would be incredibly destructive. We already have the construction of the Purple Line coming through. What we do need is an OUTER BELTWAY. Extend 200 to connect to Route 50. Extend 200 to connect to VA, and build 2 new bridges. I also have a bad intuitive feeling about the P3 initiative. I do not condone those relationships, it is not working in Northern Virginia and it will not work here. It is a very bad idea. More public transportation, less development, smarter use of what exists is the solution I want to see. No to the 495-270-P3 idea. It's not healthy for the people who live here.
7/26/2018 1:29	I believe the best way to reduce congestion along this corridor would be to install dedicated bus lanes and run buses heavily during rush hours (but also during other times) to key points, including Shady Grove Metro, Bethesda Metro, Rockville Town Center, Montgomery Mall, NIST, and so on. I know that if the buses ran at frequent intervals, I and my family would use them, even for recreational trips south, rather than drive. With dedicated lanes, the buses could run quickly and on schedule. That would be a huge incentive for people to park their cars and relax on the bus instead. What I sincerely hope NOT to see is an additional build out of I-270 for increased auto traffic, whether toll lanes or not. As a society, we must look to mass transit to solve our commuting and traffic issues. Increased pollution, congestion and burning of fossil fuels only harms people and the environment. If you build additional roads to Frederick County, developers will continue to build homes farther out, and the problems will only increase. Please, take this opportunity now to start to shape transit for a better, greener future for our children and their children.
7/26/2018 1:40	While traffic is a major issue in our area and something needs to be done, my biggest concerns to date about this study are the impact on feeder roads (many of those additional vehicles will exit onto River Road, Old Georgetown Road, Democracy Boulevard, Connecticut Avenue, Rockville Pike, etc.). There is a concern that the study for this project is not taking these flow issues into proper consideration. In addition, it would be important that the study examine issues related to noise, exhaust and environmental spillover effects from this project.
7/26/2018 3:12	BELTWAY EXPANSION -(July 25, 2018) 1.More roads lead to more traffic congestion because Traffic expands to meet the available road space. Landmark Paper - Downs, A. (1962) The Law of Peak-Hour Expressway Congestion Increasing road capacity leads to 1) Drivers substituting alternative routes to highways with expanded capacity, 2) Off peak drivers decided to drive during peak times 3) Transit is undermined by riders shifting to driving. - (1992 theory of "triple convergence"). (2013 “ Study by Univ. of Richmond, Kent State Univ. Virginia Commonwealth Univ. Traffic congestion: an experimental study of the Downs-Thomson paradox) According to the Downs-Thomson paradox, improved road capacity increases travel times along both routes (expanded and alternative) because it attracts more users to the road and away from the metro, thereby worsening both services. So it begs the question, if experience (and the science has shown) that more roads induce more traffic “ why are roads being proposed as a solution (to congestion)?? 2. The aim should be to move People not Cars! ˜ No region in the world can build enough roads to permit rush-hour traffic to move without congestion delays. - (Brookings Institution, A. Down 2004, Still Stuck in Traffic) - Yet, it is imperative that we address the demand for transport in sustainable and low-carbon ways. In the United States, from 1980 to 2000, we added 1.2 more cars, trucks and buses to the vehicle population for every one person added to the human population. At this rate and exacerbated by income levels/car ownership in this region we will continue to build roads but NOT address the congestion problems and our mobility needs. Therefore, it behooves the Feds, State, County and municipalities to adapt existing road infrastructure and invest in non-vehicular modes of transportation to provide the public with multiple choices/modes of mobility. The Managed Lanes Study 495/270 should prioritize Alternatives 1, 2 and adapt the other Alternatives to work within the existing the lane structure to test their impacts before pursuing more social, economic and ecologically prohibitive options. Other low-hanging, cost efficient alternatives that should be considered, include BRT with dedicated lanes - as underway of Rockville Pike, Rt. 22, and expand system to Connecticut Ave., HOV lanes also used by buses, increase Park/Ride capacities, increase bus lines and existing service (Metro and Ride ON) beyond peak periods. Public funds should be prioritized for such projects to align with demographic trends, millennial interests, climate challenges and technological advancements that will make automobile ownership in metro/urban areas decline in the near future. Moreover, given the lack of national climate action, sub-national governments now have the responsibility and opportunity to optimize public funds for low-carbon alternatives and fiscal incentives “ eg: transit subsidies, to encourage/nudge more sustainable societal behavior. 3. Lastly, please note, the NEGATIVE Effects of more lanes in addition to more cars and more congestion - is more air pollution - more particulate matter - more respiratory ailments/disease “ more greenhouse gases (GHGs), including carbon dioxide, nitrous oxide, methane - more urban sprawl - and more unsustainable public behavior. MD as a state that prides itself as being Green “ the costly and intrusive beltway expansion is a step in the wrong direction!! References: 1.C.P. Muneera, K, Karuppanagounder (2018), Economic impact of traffic congestion- estimation and challenges, Institute for Transport Studies in the European Economic Integration 2.J. Wang et al (2004), Urban Traffic Congestion Pricing Model with the Consideration of Carbon Emissions Cost, Sustainability 2014, 6(2), 676-691; https://doi.org/10.3390/su6020676 3. Todd Litman (1995), Land Use Impact Costs of Transportation, World Transport Policy & Practice, Vol. 1, No. 4, 1995, pp. 9-16. 4. A simple solution for terrible traffic, http://news.mit.edu/2017/simple-solution-terrible-traffic-0706
7/26/2018 13:04	Hi, Following last night's public meeting, I am very concerned with any proposed widening along the 495/270/Rockville Pike interchange. The environmental and community impact is tremendous, and study after study shows that such widening will be a temporary Band-Aid and not a long time solution. I live a at most a quarter mile from 495, and while it is clear that something needs to be done to ease traffic, a plan to widen this highway is clearly not the solution. I am concerned for my home, the homes of my neighbors, and the homes of thousands of families along these roads. Thanks,
7/26/2018 13:48	Attended the meeting in Bethesda. In considerstion of using the HOV lane for buses I saw now plan for providing park and ride lots further up feeder roads. Use of park and ride lots in combo with shuttle vans and community buses is an established less expensive and less impactual method for reducing road traffic volume. Additionally there was no communication regarding the impact and destruction of communities to be impacted by large road expansion. In South Four Corners, Silver Spring we stand to lose some or all of our highly rated High School, the Sienna School, our YMCA center, our only local park and our Senior/Community Center which is a seven day full use facility for senior health and care as well as servicing as a meeting place for our Community Organization, numerous other organizations and large family gatherings. Additionally the plan may wipe out our only cross community corridor road which will necessitate either new road planning and construction or altered and increased traffic patterns down our crowded residential streets. The project is large but not nearly as large as the impsct to each small community.
7/26/2018 14:05	I am completely opposed to any expansion of the Beltway beyond its current alignment. 495 is fully expanded. Any widening will be destructive of local communities and the environment. Traffic relief through widening is a myth and a waste of money.
7/26/2018 16:48	Thank you for organizing these sessions. I did not participate in any "workshop" however, and would urge you to consider using another descriptor. The smaller groups seemed to be all Q and A, which is helpful, but certainly not a workshop.That said, I was very concerned by the answer to my question. It was, "what will happen with the comments that you received from the public?" The answer I received was a typical, bureaucratic response without a specific answer. The implication is that there is no process in place (yet) and there was no indication of WHO gets to decide how to use the public's comments and when! Just because you ASK for comments doesn't mean that you can take credit for "addressing the public's concerns." You MUST let us know WHAT will be taken seriously and BY WHOM. More attention needs to be paid to mass transit alternatives that use existing lanes. Exit ramps off of 495--particularly at Georgia Avenue, Route 29 and New Hampshire Avenue must be reconfigured with traffic lights to ease back up onto the Beltway! Experiment with all the alternatives that you can! In general I am greatly disturbed by the lack of real attention is being paid to mass transit options THAT DO NOT ADD ADDITIONAL LANES TO 495. There also seems to be no time built in to the schedule to experiment with any of the alternatives, which could certainly inform the final decisions (such as temporary
7/26/2018 17:17	I support expansion. As long as it does not impact Holy Cross Hospital, I am in favor of it. BTW, I do not work for Holy Cross, nor do I do any business with it. It is the only hospital in the area, and services many people.

Submitted	Comment
7/26/2018 19:16	I attended the meeting last night at Pyle Middle School. First of all, I was amazed and appalled that the the first phase of the study were done, not only in a very short time, but with little notice to the community. It appears that this was rushed and that the only options for consideration are the 15 alternatives. As many people pointed out last night, there have been numerous studies showing that more roads lead to make traffic congestion and that the plans should be how to move People not Cars. Alternative plans could include BRT with dedicated lanes, HOV lanes allowing buses, increase the Park & Ride capacities to encourage ride sharing, increase bus lines and times that they run. Why not have the Ride On become more capable with different routes that run throughout the day. Perhaps the study could begin with the easiest and less expensive and disruptive alternative 2, to see if that would make a difference. Adding lanes to the Beltway and the American Legion Bridge would have great impact on our neighborhood. We are already suffering with the airplane noise and bringing the Beltway closer would add to the stress and anxiety with more beltway noise. Also, the environment will suffer as will everyone's health. I hope that you can come up with something that won't allow that to happen. Another suggestion was to add a separate highway outside the city for trucks and other traffic that is just traveling up the eastern corridor. Wasn't that what the next phase of 370 was suppose to do?
7/26/2018 20:29	I oppose any & all plans to widening the Beltway, it is an outdated solution & dangerous. The State should be looking at this current solution from the Boring Company, & others already in the works in Maryland. https://www.boringcompany.com/eastcoast/ Went to the meeting last night & fortunately 90% are not buying this sales pitch, everyone is aware that this is a road contract to support campaign contributions. A friend from Chevy Chase, sent me this email: Despite the driving rain and lots of deepening water on Wilson Lane, we went to the 6:30 presentation last night in two car pools from our community and I saw most of our Village of NCC Council members there plus Bob Weesner, the recently retired but still working part-time village manager. I resented being shunted around by SHA s many handlers ˜all hands on deck as one of them put it, and I asked how many employees were there to work at such a meeting and the person I asked estimated at least 40 Plus there were uniformed, armed police there to keep the peace, I suppose, (though it was a very educated and well-behaved crowd). The speakers several times asked the standing room only crowd to be respectful and civil. I was insulted.No speaking from the floor was allowed. People were told to leave the auditorium after the 30 min. presentation which was a quick powerpoint one. Then people were moved along to the various other rooms with roundtables allowing people to talk to lowly SHA people who said things like: That s a very good point. They each had a note taker beside them, but they weren t taking a lot of notes that I could see. At the first door to the school just outside, the Sierra Club handed out some excellent talking points against the SHA proposals. I have them and they will be good to use in letters of protest. I agree about the general disgust (and almost disbelief) of those citizens who attended. These are not stupid people. IF we fight hard and get everyone to vote against Hogan, we should be able to mitigate this and hopefully change it altogether. One of Marc Elrich s lieutenants Dale Tibbits “sp?-- was there (with a badge identifying himself from Elrich s staff at the county council. He was just attending and listening and of course he told me afterwards, Elrich is against this. Stay connected.
7/26/2018 22:31	The slides shown this past week indicate that you have not seriously considered public transportation solutions, and you have not seriously quantified the effect of the increased traffic on those living near 495 or 270. Half of the slides were about how to manage the new lanes - pay, HOV, etc. Please look further ahead. we cannot go on forever making our roads bigger and better so that we can drive our individual cars. Have the courage to propose and stand up for longer term solutions. Note too that public transportation solutions serve poor people better than bigger roads. Specifically, please consider a Metro "beltway" like purple line. Many of us do not commute directly to and from downtown and a suburb, and the time required to travel into Metro center and then back out in a different direction makes Metro riding much less attractive. Many people are willing to double their commute time with Metro, but when it goes up a factor of 3, that is a little much. Thanks.
7/26/2018 22:52	I am against this proposed plan. It is outdated and will destroy homes and communities. This plan will be quickly outdated and surpassed in a few years as the population continues to grow. Listen to the community! We don t want this. Read between the lines! Gov Hogan will get kickbacks to fund his private jet.
7/27/2018 19:07	I am strongly opposed to the plan to expand I-495 and I-270. The plan to spend $9 billion on such an expansion is not a viable long-term plan to reduce congestion or to address traffic problems in Maryland. Our neighborhood, Locust Hill Estates, is a community that is next to the Beltway and the bottom of the 270 spur. We do not want our community destroyed for what ultimately will be at most a temporary relief in congestion.
7/28/2018 14:13	Widening the Beltway is a BAD idea. Other, more innovative and modern solutions exist to solve the problem.
7/28/2018 20:41	I think that the most important need is to address congestion between the American Legion Bridge and 270. We need a new bridge, with space for pedestrian and bike use as well as additional vehicle lanes. There should be HOV/HOT lanes from the bridge to 270. I am neutral about the need for HOT/HOV for 270. I don't think it's a good idea to build extra lanes on 495 east of 270, because there is not enough space in the road footprint and many private properties/buildings will be affected (with one exception - see below). I am also opposed to state takeover of the BW Parkway and to added lanes on that road. The road is designed to be an aesthetically pleasing drive, and much of that feel would be lost by adding lanes. However, because 295 is frequently congested, I think additional managed lanes should be build on 495 between 295 and 95, and on 95 between 495 and Baltimore. This would encourage more traffic to use the 95 corridor, which can better handle the traffic volume than 295 can. I would also support widening of Edmonston Road between Greenbelt and Muirkirk in order to provide an alternate route from 295 to 95 via the ICC, but only if the expansion is built as a "complete street" with options for cyclists and pedestrians, and if some sort of formal agreement can be reach with ARS/federal government that land along the corridor will not be converted from agricultural research to other development.
7/29/2018 14:14	Dear Sir/Madam, I have attended the July 18 meeting at Clarksburg high school in Clarksburg, MD 20770 and here are my input on the I-270 and 495 expansion proposed project: - Alternatives 1, 3, 4-13, 14c-15: not good and will not solve the problems in the long term as constructions to build apartment buildings and town homes are all over the area. - Alternative 2: this is good and it is used in Arizona - Alternative 14a b: this is a good long term solution and will encourage people to take light rail, connect to the metro and reduce the demand on both I-270 and 495 - General Alternative Comments: Build a bridge between Reston/Sterling Va and Poolsville, MD and add a new highway through that area, this will reduce the demand on I-270 and 495 in the long term Expand I-270 in the area from Frederick and Clarksburg , MD and the add a lane close to the exit to Democracy Blvd.
7/29/2018 20:24	Comments are based on the public meeting at Pyle Middle School July 25, 2018. All comments pertain to the I-495 portion of the project. The impact on environment, property and traffic in communities close to the Beltway deserves more serious attention than the presentation indicated it would receive. Both in the formal presentation and in the discussion groups, these concerns were treated as nuisances, not as serious issues for consideration. The less land taken beyond the current envelope of the Beltway right of way, the better, for many obvious reasons. This makes alternative 2 the most attractive, followed by any of 3, 4, 5 and 12A. Within those, it is hard to rank order with the existing information. If price managed lanes lead to the very high tolls reported in Virginia, it is unclear whether they would attract enough usage to be helpful. Bus lanes is not a free standing option. It needs an associated study and proposal of bus service to drive those lanes. There was no information on what that service might look like. There was also no discussion of how increased neighborhood bus service might increase use of Metro and the Purple Line. Even if this has not worked very well in the past, it may be worth a second look. The illustrations are inaccurate at best, deceptive at worst. Where is there room for the new lanes to be built on existing medians on I-495? The presentation and small group discussions seemed to be based on the idea that there will be only one solution for the entire I-495 system. The options do allow for some difference between I-495 and I-270. Is it really MDOT s point of view that there must be a single solution for the entire length of the Maryland portion of I-495? The American Legion Bridge is a choke point. How, if at all, does it fit into the overall plan? Is it in scope for any consideration? If so, it would be helpful to mention that, even if it is outside the purview of the I-495 & I-270 P3 office.
7/30/2018 19:03	As a citizen who votes in Montgomery County, I want to go on the record as saying that I think it is environmentally and politically irresponsible to address congestion by throwing more lanes at the problem. It will only be a matter of time before the new lanes become congested, as well. Rather than more lanes, it seems that what we need are a more robust public transportation infrastructure, such as a dedicated bus-only lane (that is truly only for buses) and/or rail lines. Public transportation routes should be the spokes upon which additional housing and commercial development projects are based.
7/30/2018 20:58	The recent public forums were inadequate to address the many concerns of residents about this plan. Firstly, the state neglected to schedule a hearing in Silver Spring, the community perhaps most impacted by any widening of the Beltway. The Thomas Pyle site lacked adequate space and parking. I would encourage SHA to hold an additional meeting at the Silver Spring Civic Center. The state's list of 15 alternatives contains too little information to make any kind of intelligent comment. Highway staff members confessed they had no idea of the impact on homes and park land of any of the alternatives. It was as if we were being asked to select a wedding cake from glossy photos instead of samples. And the list of transit alternatives is still too sparse. The state does not appear to be looking at all at the impact of the opening of the Purple Line. I remained opposed to building Lexus Lanes just to ease congestion for the wealthy while taking homes and park land from our community.

2022-07-21 20:00:00		Too many options, which will result in people not choosing any of them and all the money being wasted. Better to have one option that everyone likes, rather than 10 options that no one likes.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better.	The alternative might work fine.	Another 30 minutes of congestion is not worth the time it saves. Again, people just need to plan better

2021-07-31 15:05:43	Why are they happy to neglect/accuse walking and ‘why’ is the root of additional drivers anxiety?	I don't think walking has a gang so I don't understand	The Streets wanted to create space by taking away the car space	The streets have been built, and then some of what happened is different, but not addressed above.	Space to be added back into	The streets have been built and then some of what happened is different, but not addressed above.	Motorists think they need more traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic	Motorists think they need traffic
2021-07-31 17:11:48	Lack of safe space to cross safely/comfortably																												
2021-08-01 13:03:07	Motorcentric																												
2021-08-01 13:08:48																													Whether alterations are planned, would it be more convenient/easier and more comfortable. Those people who find crossing unpleasant or uncomfortable may be put off walking altogether, and those who do cross may be put off walking further. Whether the crossing is safe for those who do cross, and whether it is safe for those who may wish to cross but do not. Whether the crossing is safe for those who do cross, and whether it is safe for those who may wish to cross but do not.
2021-08-01 13:16:49																													Whether alterations are planned, would it be more convenient/easier and more comfortable. Those people who find crossing unpleasant or uncomfortable may be put off walking altogether, and those who do cross may be put off walking further. Whether the crossing is safe for those who do cross, and whether it is safe for those who may wish to cross but do not. Whether the crossing is safe for those who do cross, and whether it is safe for those who may wish to cross but do not.
2021-08-01 13:16:49																												

2024-10-15 10:07:00	Add to the CCS Principles																				
2024-10-15 10:07:00	Add to the Cycling Principles: "Make a physical widening of 175 through the hill.																				
2024-10-15 10:10:00	widening to 175	No changes to design layout	same or worse		better to consult what works		better to consult what works	same or worse	same or worse		updated report at Cruise		same or worse		good idea		good idea	good idea		No opposition		No opposition	better to consult what layout to be successful	great idea		Anything with a gentle enough gradient will continue to improve access to where the land ridge was trafficked	
2024-10-15 10:10:00	175 Expansion	The suggestion was NO to the above suggestion on HWB. So I did not put that same idea to above 175	Will put further pressure and traffic on Haughs and Southern Cathcart Road as well as Clarkston Road.	This is very much still up to 2025. The Haughs has only been at the current lane layout for 2 years. Before that it was 2 lanes each way. Before that it was 3 lanes each way. Before that it was 2 lanes each way. The Haughs has only been at the current lane layout for 2 years. Before that it was 2 lanes each way. Before that it was 3 lanes each way. Before that it was 2 lanes each way. Before that it was 3 lanes each way. Before that it was 2 lanes each way. Before that it was 3 lanes each way

| Time | Column | Member A Team | Member A Team | Member A Team

Date Received	Comment
7/17/2018	July 17, 2018 Eleanor Roosevelt High School Dear SHA: I appreciate the Administration's efforts to involve the public in the I-270 / I-495 project, however, this evening's presentation didn't help me, and, by extension, didn't help the SHA, either. I basically learned nothing. There were plenty of staff members present, however, most seemed to be contractors, with little knowledge of the project. 1) How much is Maryland's gasoline tax? 2) How much funding is allocated for this study? No one knew. One staff member said the two, most knowledgeable principals involved were being interviewed by the media and would not be available. That's not helpful. Staff pointed out that there were three "small working group tables" (staff member's words) where the public could participate. Note the word "small." I couldn't get close enough to hear the speaker, and the ambient noise basically crowded out any significant Q&A with the public -- except the half-dozen or so who sat down early enough around the table. Why weren't separate rooms used for these dialogues, so that more people could at least hear the "small working group," and maybe even participate? The venue was a high school, off for the summer -- there had to be rooms. Even the speaker at the main presentation, giving at 7:30 pm, essentially said that everything is preliminary, and, basically, there are no answers. If there are no answers, (like: How many homes would be taken by each option?) why not hold these workshops after such information is available? So -- the entire evening was a waste of time. Not only for me -- and the public -- but for SHA's own staff. I understand workshops like these are a federal requirement. I'm left with the feeling that SHA is simply going through the motions, holding these workshops where very little information is made available, and basically cruising through the process. What a waste.
7/17/2018	Here are my comments on the alternatives outlined at the public workshop this evening., first pointing to the objectives that I believe should be followed, then making general comments on the proposals, and noting one major bottleneck that needs to be re-engineered to improve flow on eastbound I-495 where the eatstern I-270 spur intersects it. a. Retain the existing footprint of I-495 and I-270 (alternatives 1,2, 12A, 12B, and 14A on I-270 only) b. Implement improvements to maximize efficient use of the existing footprint (alternatives 2,12A, 12B, 14A on I-270 only) c. Retain existing HOV on I-270, convert l general lane each direction to HOV on I-495. d. Use HOV lane for contraflow on I-270 and on I-495. e. Make contraflow lane HOV only. General comments: Simply adding more travel lanes quickly leads to more traffic so that congestion quickly reappears. More traffic leads to more pollution and environmental damage. Instead encourage HOV usage to reduce traffic. Do not convert any HOV to toll lanes! Public highways are a common good for all residents. Variable tolls discriminate against the poor and are undemocratic. Instead of tolls, implement HOV which is a democratic way to prioritize vehicles with multiple passengers and to reduce congestion by reducing the number of vehicles with one person in them. HOV lanes can be used for contraflow to increase efficient use of fewer lanes. Incentivize HOV use with parking/meeting places and programs to encourage large companies' workers to do HOV. One major bottleneck that plagues I-495 is the juncture of eastbound I-495 and the eastern I-270 spur. Both roadways experience terrible backups at the juncture. The juncture is adjacent to a railroad bridge and a Metro bridge which force I-495 to narrow to 2 lanes. This one place is where I recommend that funds be found to rebuild both bridges to accommodate 3-4 lanes eastbound on I-495, which will also require acquiring land and right of way to expand the roadway. Thank you for the opportunity to learn about your alternatives and to comment.
7/17/2018	Subject: ESPAÑOL Gracias
7/18/2018	Dear study team My name is Asnake Negussie, Vice President at Alpha Sieger Inc. has 17 years of experience in traffic/ transportation engineering. Our expertise includes Traffic signal design, pavement marking and sign design, maintenance of traffic plan, street light design and traffic studies. We have a proven record of accomplishment of several conceptual designs, engineering design, and construction management within budget/schedule. We are certified Disadvantaged Business Enterprise (DBE), MBE and SBE in the state of Maryland, certified Local small business (LSBRP) in Montgomery County and a certified Maryland professional engineering corporation. Please consider us to join your team or direct us to the appropriate person. Thanks,
7/18/2018	Have you considered paying to extend Metro to Frederick with intermediate steps and, if not, why not? The Law Office of Alan H. Schoem LLC Schoemlaw.com
7/18/2018	Good Morning, I was reading an article on the project for widening the Capital Beltway and notice that there was a heavy transit option to build a line parallel to 495. Two questions. 1. Would this potentially reach National Harbor? 2. Would a lane still be added to 495 in each direction or does the transit option equal zero new lane capacity. Thanks Prince George's County Resident
7/18/2018	Please consider the following comments below(attached) regarding the I-495 & I-270 Managed Lanes Study/Range of Alternatives: Recommend Splitting the I-495 & I-270 Study into separate projects: Project A: I-495 between from Dulles Toll Road in Virginia to I-270 Spur (Similar to Alternative 9/10) • Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). Similar to current I-495 configuration in Fairfax County. • This project is the most important and should not be slowed down by other segments of the study. Project B: I-270 from I-495 Spur to I-370 (Similar to Alternative 9/10) • Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). Remove Local C/D Lanes. Similar to Future I-66 OTB configuration in Fairfax County. • Stay within existing Right of Way (ROW) • Median Highway Bus Rapid Transit Station o At Montgomery Mall o At North of Montrose Road (Near Preserve Parkway) o Similar to I-35W & 46th Street Station in Minneapolis , MN (See Attached) • Project should be completed in conjunction with the remaining segment of I-270 between I-370 and Frederick. Project C: I-495 between MD355 and MD210 – (Similar to Alternative 2) • No New General Purpose Lanes • Ramp Metering where feasible • Safety Improvements (See Interactive Map for more details) o Upgrade multiple interchanges to remove short weaving areas (Remove Cloverleafs) o Add auxiliary lanes between select access points o Longer acceleration/declaration lanes o Full Shoulders where feasible Project D: I-495 between MD 210 and US1 in Virginia – (Similar to Alternative 15) • Restripe I-495 THRU lanes to add a Bus/Transit lane between MD210 and US1 • Build Bus-Only Ramp from Tanger Blvd to I-495 Onramp (Thru) from MD210 Additional Recommendations: • All Manage lanes should be free to HOV users with three people. • Add Median BRT Station as a transit alternative • Remove C/D Lanes from I-270 Alternatives to keep highway within existing ROW • Woodrow Wilson Bridge should be included in the project scope • Additional Park and Ride Lots need to be developed/expanded along I-270 corridor • Brunswick MARC service improvements need to aligned with upgrades to I-270 • HOV-3 traffic can use the Intercountry Connector (ICC) for free with an E-ZPass Flex set to HOV mode. Interactive Map of Recommendations: goo.gl/hdtCt4 Additional information: https://sites.google.com/view/novatransportationsolutions/maryland-express-toll-lanes
7/19/2018	Hi, This is Sean Emerson, Delegate Korman's aide. Is there a PDF of the various alternatives cross-sections that are being presented at the open house? The cross-sections can be viewed as part of a slide show on the P3 site but it's a bit small (image below). We would appreciate a PDF with these typical sections that depict each type more clearly. Thanks!
7/19/2018	Hello, A constituent of Delegate Korman's who lives at 5314 King Charles Way told the Delegate that someone recently inspected her property and she suspects it was someone from the P3, but isn't certain. Her home is adjacent to the I-495/I-270 Pooks Hill interchange. Could you confirm if the P3 has had crews in that area inspecting property? Thanks,
7/19/2018	Study Team, I was reading an online article tt provided a link to a "complete list" of option. However I do not see that. Please mail to me at:
7/19/2018	Can you kindly inform us when will the 495 plans be ready for the expansion? We live in Maplewood Park community parallel to Old Georgetown Road and just adjacent to 495 at the intersection of 495 W and E. Thank you for the letter. I appreciate you taking the time to explain. Regards
7/20/2018	Good afternoon Lisa. I oversee and manage operations in Maryland for O.R. Colan Associates, a right of way and utilities acquisition firm currently doing work for SHA in Districts 4, 6 and 7. I am hoping to learn whether or not right of way acquisitions activities for the planned I-495- I-270 P3 would be handled by the firm currently holding the SHA contract for District 3 or if it will be bid out to engineering firms as part of a total project delivery contract? Either way, could you please tell me when an RFP for engineering services may come out and when a meeting for interested engineering firms would be held? I am planning on attending your meeting in Bethesda next week and am curious if other firms are expected to attend as well. Any guidance or information which you are permitted to provide is certainly appreciated. Thank you in advance.
7/20/2018	WIDENING THE BELTWAY (NOT A GOOD IDEA) 1. Widening the Beltway (I-495) will not accomplish anything in the long run. 2. More traffic will be allowed to happen with the exiting choking the arterial streets. 3. Homes and places of worship will be destroyed. 4. Parkland will be lost. 5. Recreational areas will be lost such as the Sligo Creek Golf Course and the YMCA. 6. The area around the Beltway will become more congested. 7. Property values will decrease. 8. People will not want to live in the area near the Beltway. 9. Tax revenue will be lost. 10. Current elected officials will be voted out-of-office. From current residents of Woodside Forest, Silver Spring, MD:
7/21/2018	July 21, 2018 I watched online the recent 495-270-P3 hearing before the M-NCPPC commissioners and it is clear that important information about widening the Beltway and I-270 is either undetermined or being hidden from the public and even from public officials. Therefore it is impossible to predict the project's impact on abutting lands, public and private. If widening remains in the picture, all the economic and financial and "lane management" proposals are irrelevant. For this reason I am registering disapproval of the project. Clearly something must be done to alleviate current commuter congestion, but the only proper solution would consider all modalities. The State Highway Administration is concerned with – let's face it – highways. They are the outward sign of the trouble, but the solution lies elsewhere, and I'm not talking about bike lanes. All the SHA can do by itself is push the solution further into the future, but in the end only public transit can offer long-term solutions.
7/23/2018	If feasible, due to the limited ROW available, please consider Alternative 13A (Add two priced managed reversible lanes) for the top side of the beltway between I-95 and I-270. The Express lanes could be built with no access points in between the two interstates to reduce cost and operational complexity. The lanes could be elevated or within an expanded ROW (40' additional space needed). But whatever you do, you need to improve the existing interchanges (remove cloverleafs) as part of the project. I-495/Georgia Ave could be a Diverging Diamond Interchange. https://www.google.com/maps/d/viewer?mid=1XQTK0XDr9GQ26tpXbB1yQD2KHFM&ll=39.09579589303095%2C-77.06305414999997&z=10
7/23/2018	Dear Caryn, Thanks for your time to explain me SHA processes regarding I-495 & I-270 Managed Lane Study in the Greenbelt workshop. It was really appreciated. As we discussed, I am following up with you to find out, which SHA or EPA representative we could contact to discuss plans for replanting the area between the Beltway and our community. The denudement of vegetation from this area has left Carderock Springs fully exposed to the Beltway air pollution and noise. We would like to make sure that the Managed Lane Study and Beltway changes planning will not delay the immediate planting of significant vegetation. Also, it would be very useful, if we can get a contact of the SHA expert that is overseeing the air pollution program. As we discussed, it would be very interested in having a baseline measurement of air pollution especially at the Carderock Springs Elementary School area. Thanks for any of your help you could provide. Sincerely,
7/24/2018	Dear Survey Study Team, I am extremely perturbed by the proposed traffic relief plan, allegedly designed to improve highway 270 traffic congestion. Unfortunately, the plan as proposed will have devastating consequences for affected property owners and their communities, who may lose parts of, or the entirety of their land. Furthermore, this plan is irresponsible in that it will not fundamentally address the economic and policy drivers that result in traffic congestion, from which the congestion is but a symptom of failing housing, transportation and development policies. Further, it is skewed to advocate courses of actions that will result in property loss, without clearly highlighting those consequences or balancing of mass transit alternatives, which are listed at the end of the survey rather than the beginning. Many of us in the North Chevy Chase community have already lost portions of our land to enable the expansion of Connecticut Ave and Jones Bridge Road, as a consequence of the addition of Walter Reed to Navy Medical Center. These conditions were not driven by county of state plans, but it was nevertheless the result of federal policy that we were forced to accommodate. Many of our residents subsequently lost property and continue possess burdens for simple tasks, such as exiting and entering their own driveways due to cars blocking them. Additionally, as the number of tickets on a traffic camera for Connecticut Ave suggests, despite intentions to increase driver access and capacity, a concomitant increase in the number of speeding tickets and traffic accidents on those same roads have been the byproduct of the expanded capacity. Simple data analysis of would suggest that increased capacity has not supported claims that it delivers safety outcomes, either for the drivers or for the affected community – in fact the data suggests the opposite effect. Further, commuters regularly block the main exit from our neighborhood at Spring Valley and Jones Bridge, as well as the intersection at Connecticut and Jones Bridge during morning and evening commute times with no enforcement or consequence. We have sacrificed our property and our quality of life directly to serve broader public interests, but enough is enough. I am a single mom and a business owner of a small Cyber Security firm, located in Silver Spring, Maryland. After escaping an abusive marriage, which included long cycles of abandonment and abuse, I worked diligently to be able to afford to refinance my home and maintain continuity for my two small children during that tumultuous period. The home in which we live is not only a source of stability and community, but it is a symbol of our resiliency to rise above our circumstances and retain an asset so central to the American dream. It took me nearly 6 years of blood, sweat and tears to ultimately allow me to refinance my home. The purported traffic relief plan will result in unprecedented destruction of my property value and quality of life, as well as many others in the community. Not only have I dedicated the vast sum of my financial resources to retain my home, but also to make long term improvements to it since I planned for it to be my forever home – both symbol and sanctuary. This traffic plan will price out all the middle income families that presently live in this small pocket of Bethesda-Chevy Chase, many of whom are only able to afford being here because many of us bought our homes before the housing crisis. In addition, other residents are elderly and these are the only homes they've known in their adult lives. These relief plans do not consider our interests and equities. Those of us that chose to live in close proximity to multiple means of transportation should be rewarded, rather than punished for our investment in sustainable lifestyles. We, in full expression of our free will, use the financial resources at our disposal by owning smaller homes that are closer to multiple transportation means (car, bus, metro and rail) and employment options. The public interest is not served by creating more capacity for inexhaustible congestion resulting from distant new developments and their associated sprawl. Public interest is better served addressing how to limit suburban sprawl and all the unsustainable impacts it has on traffic patters, environmental conditions and quality of life. Further, studies have shown that millennials prefer urban living to suburban sprawl, so why are politicians listening to developers rather than prospective buyers interests when deciding potential courses of action? My small neighborhood has continued to sacrifice in the name of "traffic plans" of federal and now state origin. We have recently been forced to sacrifice yet again to address transportation matters, with the loss of trail land used to exercise, as well as means of travel to and from work and school. Specifically, the Purple Line has forced our children, big and small, to ride their bikes on Jones Bridge car lanes, that are already congested with single-driver vehicles, who drive aggressively and irresponsibly, rather than dedicated trails. The Purple Line investment will also bring additional congestion to surface roads that no additional capacity would adequately address, short of the loss of entire communities. While we could appreciate how the Purple Line might alleviate road traffic, ow much more capacity do you demand that we tolerate? Public policies that consider alternative means to address public interests are warranted, which include acknowledgement of the urban buying preferences of future generations and the true needs of a 21st century digital economy and its requisite infrastructure. Advancing 19th and 20th century infrastructure options will not make us more economically competitive, or the public more safe from all hazards; these traffic plans just offset tangible and short-term traffic costs with residual and long-term safety and quality of life harms. The impact is concentrated in and punishing communities like mine. Economic policies and business incentives for remote work (telework) are one scalable option. Expanding transportation capacity and safety via existing public infrastructures such as metro and rail are more expedient, efficient and less destructive to Maryland taxpayers and homeowners . I implore you not to advocate or advance irresponsible policies that devastate single family homeowners and small (limited means) communities like mine. While I can appreciate electoral pressures to address constituent interests/emotions, I cannot support politicians, political agendas or studies funded by my tax dollars that advocate for the annihilation of my community, my family and my home for short-term gains and long term losses. When does it end?

Date Received	Comment
7/24/2018	Hi, I've been scouring your website but cannot seem to find where exactly the managed lanes would be on I-270. In particular, are the four additional lanes being contemplated be in addition to the lanes already in existence. For example, in Rockville, the there are already three express lanes and 2 local lanes in each direction. Would the managed lanes be in addition to these existing lanes? If so, how is the plan taking into account residences that are next to the highway? Thanks, Sirimal Mukerjee --- Thank you but I looked through those very materials and they are not helpful. It sounds like from what you're saying, it is not clear what effect the plan will have or how the plan will actually be effectuated (I.e., additional lanes vs replacing HOV lanes with toll lanes, etc.). Is this correct? If so, what is the timeline for knowing this? Thanks --- Thank you. Is eminent domain a possibility? --- As notes, thanks.
7/25/2018	Dear State Highway Administration: I attended the Public Workshop on July 24 at Central High School to learn about this study. I think it's too soon to study adding lanes to the Capital Beltway. Although it had been studied since the early 1990s, the Purple Line only began construction last year, after being delayed for 4 years (2003-2007). Because we have roads that go everywhere in this region, we need to give higher-volume transit solutions such as the Purple Line the chance to be built before looking at adding lanes. I oppose the alternatives that involve adding lanes to the Capital Beltway. The Beltway already infringes on residential areas, artificially separating neighborhoods and impacting quality of life with its noise pollution and air pollution. I live 5 blocks from the Beltway, and widening it in any way would bring these detriments even closer to me and my neighborhood. I have significant experience using the Beltway, and commuting in that corridor is manageable. I commuted to a job in Rockville for the past 7 months, and due to my use of a commuting app (Waze), my commuting time was reliably 45-50 minutes. Alternate routes I used included the Intercounty Connector. While I would prefer a shorter commute, I would actually gladly pay to use the Purple Line, which might require a longer travel time, in order to improve the quality of my commute. The staff at yesterday's workshop was unsure whether encouraging the use of commuting apps was a part of the TSM/TSD alternative. I suggest that this be included. I also suggest that telework be incentivized. My Rockville employer did not allow telework, though I could have easily done my job from home at least part of each week. When employers don't take advantage of 21st-century technology, they place a burden on our public roads. Of course, we should force no business to allow telework, but it would be appropriate to incentivize telework since it eases the impact on our transportation system.
7/25/2018	I own a home in the Regents Square community of Rockville, quite close to 270. I've lived here for 25 years. I'm caregiver for my 96-year-old mother, who is bed-ridden and has dementia. I'm unable to attend the public meeting tonight, so I thought I would send along my comments. I've looked at the specific components of the I-270 proposals. The language and diagrams are such that I can tell some of the proposals will affect my neighborhood and may affect my property. If the planners are this far along, they must know what properties will be affected. They should share that information with the public; without it, the public hearings are something of a sham. At an earlier workshop, when a city council member asked about the taking of private property, two planners said they "aren't there yet." They should get there before they purport to be informing the public in a meaningful way. This aspect isn't even addressed outright as a subset of the "Environmental" screening criterion. Losing one's home to eminent domain is a very, very big deal, no matter what the monetary compensation. At least it would be for me. Minimizing that kind of impact should be a major concern in public planning. And people who express that concern shouldn't be dismissed with the NIMBY rubric. Please be forthright with the public about the timeframe and scope of this work, especially the aspect of eminent domain. Until you are, public opinion is meaningless and rumors are only getting more widespread and troubling.
7/25/2018	To Whom it May Concern, My neighborhood, Woodley Gardens, is bordered by I-270. I can see the sound barrier from my backyard. I am concerned that this plan to widen I-270 is being rushed through without appropriate consideration, and that parts of my neighborhood or even my house will be demolished to make room for ill-advised toll lanes. Building more lanes for 270 will provide temporary relief from congestion, at best. Traffic always expands to fill the available space. There are other ways to relieve congestion on I-270 that will be less costly and disruptive. Some residents have already suggested things like increasing bus service or implementing reversible lanes (or both). I recommend pressuring WMATA to fix the maintenance and service issues that have driven away riders (and add more Red Line trains). People don't like to commute by car unless they feel they have to. Improve things on the Red Line and more people will take Metro trains instead of driving. (Full disclosure: I take the Metro to work.) There are a lot of workable and less expensive/disruptive ways to lessen congestion on I-270. The state should try them! Regards,
7/25/2018	Hello Please consider the established neighborhoods and businesses along the 270 corridor in Rockville. Any destruction homes or businesses would destroy these neighborhoods that Marylanders have built over years of
7/25/2018	Hello, I am a resident of Regents Square, the townhome community of Woodley Gardens that runs alongside 270. I beg you to consider options for relieving congestion on Interstate 270 that do not involve demolishing the homes of MANY modest-income young families and older residents on fixed incomes. There is NO WAY any of us could find comparable housing in a safe neighborhood for what we would get for our small townhouses. PLEASE consider alternatives to evicting an entire (racially diverse) neighborhood and ripping apart our community. There MUST be a way. Thank you,
7/26/2018	I say 'NO'. The feeder roads are too congested as it is. It will be impossible to take on more traffic in our communities and neighborhoods. Find another way. Use mass transit. Build an outer beltway. This is NOT the solution the citizens of Montgomery County need.
7/26/2018	I attended your informational meeting at Pyle Middle School in Bethesda last night. It was not well-organized. If you really wanted community input, there would have been informational meetings way ahead of time. And there would be time set for the public to ask questions and hear real answers. There is no doubt in my mind that this will have far-reaching effects on the environment and will no doubt, not resolve the situation by the time it is done. I don't think we need to build more lanes. Let's start with using what we have and try reverse lanes, additional metro service and increase parking at metros so people could use them. I know there is not enough parking at Rockville, Twinbrook and Grosvenor. Perhaps multi-level parking garages would ease the situation. Also, stop developing. Not everyone needs to live and work right here. Let's think creatively about solutions instead of just building more lanes. The cost of acquiring homes in the path of 270 and 495 will be astronomical if people are truly given fair market value. (I'm a realtor.) Also, displacing people is going to be problematic because there is a true lack of affordable housing. That is a well-known fact. I hope you will be more transparent and hold meetings where people can actually hear the questions and answers. What an insult to our intelligence to handle such a large project in such a shabby manner.
7/26/2018	Please find attached my comments. Thank you for your attention.
7/26/2018	I attended the bethesda presentation and found the options presented to be outdated and lack important details. I don't understand why in 2018 the majority of the options center around an outdated widening approach. I think some more thought should be give to alternative approaches and more study of options other communities around the country have used to alleviate roadway congestion. I would like to know more about how the transport department studied/researched similar projects in order to come down to these 15 suggestions? Additionally, I'm perplexed as to how I can provide any feedback on the options given without important information on impact. I realize this comes at a later date once the options are narrowed, however I find this to be backwards. I compare it to me presenting graphs without numbers and asking for feedback and discourse related to the graphs. Lastly, I'm told multiple times this is not concretely set to be a P3 project. However your web address, email address and description all include P3... seems like it's already decided to me!?
7/27/2018	Of the 15 proposals to alleviate the traffic overcrowding on 495 and 270, 11 of the 15 were to widen the highways by 1 or 2 lanes + 4 to 8 feet buffer zones. I live at The Promenade's a condominium housing 2,000 people. Our property borders 495. Widening it would affect our land, our noise levels, and the pollution of both our air and land. Measurements are being done right now on the routing of these 15 proposals. Shifting the lanes towards our side of the highway affects the 2,000 residents who live at our condominium. Whereas, shifting the lanes towards the other side of the highway affects the few residents of the single family houses along that side. Also, our existing trees and slope are necessary to abate the already troublesome noise and odors we experience from the highway. Losing all or part of our trees and slope during construction will be highly detrimental to our community.
7/27/2018	I attended a recent public workshop and was told on the website I would be able to see for each of the 15 proposed options how that would impact property along the road. I don't see where that is on the site. Can you
7/27/2018	I understand that the State of Maryland is considering ways to allow increased traffic movement and increased efficiency on I-495 and I-270. I applaud efforts to allow more efficient and effective transportation in the metropolitan area and recognize that improvements to the two highways are important undertakings. However, improvements inevitably will mean more traffic, and those of us who live near the highway entrances in Bethesda and Rockville already experience heavy traffic from commuters attempting to access those roads. Thus, for example, Fernwood Road is literally bumper-to-bumper on weekdays from about 4:30-6:30 as motorists attempt to access Democracy Blvd and ultimately I-495 and I-270. Thus, it is vital that planners also consider steps to allow traffic to flow more efficiently onto I-495 and I-270, as part of the planning process.
7/30/2018	I attended the public meeting held on Wednesday July 18, 2018 at Clarksburg High School on the I-495 & I-270 Managed Lanes Study and registered at that time. Since then I have worked on an extensive set of comments for review and consideration by the Study Team. I am transmitting them to you in two ways; first as an attached Word document to this e-mail; and second by imbedding them in this e-mail, as well. Please use either that would be easier for you in preparing your summary of comments. Please note that the embedding of them into this email software looses some of the formatting from the attached Word file. The attached email file is easier to read and follow as a result. Should there be any questions, I am giving my contact information here next in the format requested by your comment form. It would also be helpful to receive an acknowledgement of having received these comments. Comments on the I-270 Part of the Managed Lanes Study of MDOT As an overview, these comments focus on the I-270 part of the study although a number of them also apply to the I-495 part. This also recognizes that there will need to be a consistency of solutions and coordination of them as the two transportation corridors merge together at what are generally called the east and west spurs of I-270. My wife and I have been residents of Montgomery County for 45 years and during the first 20 of those years I was the Chief of Transportation Planning for the Montgomery County part of MNCPPC. For the past 40 years we have lived in Rockville in the Fallswood subdivision that is adjacent to and west of I-270, north of Falls Rd (MD189), and south of Montgomery Avenue (MD 28). While the following comments are my personal ones, based mainly on my years of experience locally and nationally, I have recently also been in discussions with neighbors in my subdivision and adjacent ones and I am reflecting their general thoughts and concerns as well. These comments address the following topics, which starts with a "local" perspective: • "Cut-through" traffic on Watts Branch Parkway, a local residential street • Recognition in the Study of role of the "Innovative Congestion Management" (ICM) Project of the Maryland Department of Transportation, State Highway Administration (MDOT/SHA) • Appropriate "Screening Criteria" for the MDOT/SHA Managed Lanes Study for I-270 and I-495 • The relative appropriateness of the numerous generic Preliminary Alternatives being presented at the current set of Public Workshops of the Managed Lanes Study as "Alternatives Retained for Detailed Study" for the I-270 Part. 1. "Cut-through" traffic on Watts Branch Parkway, a local residential street: The City of Rockville has a program for Neighborhood Traffic Management that includes published guidelines and success in implementing Traffic Diversion Plans in several parts of the City. Past efforts have attempted to deal with regionally-oriented traffic "cutting-through " local residential streets, such as on Watts Branch Parkway. Increasingly excessive recurring and non-recurring congestion on I-270 has been a main contributor to many regional travelers choosing to use local streets instead of the intended facilities of I-270, arterial roads, and transit services. This past January the residents of the area submitted a petition to the City to revisit the situation and update the Traffic Diversion Plan. A public meeting was held at the end of May, comments were accepted to late June, and staff is now in the process of making their recommendations to the City Manager – all of this in accord with the Program. The near-term Innovative Congestion Management (ICM) effort for I-270, and the near-to-long-term implementation of appropriate solutions as part of the I-270 Managed Lanes Study, are both seen as important parts of the solution to these local concerns of eliminating cut-through traffic as soon as possible and to have the solutions continue in a sustainable fashion. An "issues paper", prepared by me and other residents, was submitted as comments to the Rockville staff. That issues paper is being attached to these comments to stress the need that these types of concerns should be among the "Screening Criteria", and eventually the "Selection Criteria", used by MDOT/SHA in the I-495 and I-270 Managed Lanes Study. 2. Recognition in the Study of the Role of the MDOT/SHA "Innovative Congestion Management" (ICM) Project in Addressing the Purpose and Need: At the MDOT/SHA Public Workshop held on July 18th, there was essentially no reference by the presenters to this important short-to-near-term project underway for I-270 nor the role that it appropriately has in addressing the Study's Purpose and Need. For example, slide #7 of the workshop presentation shows traffic growing for I-270 for the "No Build" by 40,000 AADT, which is a growth of just over 15% over the 2018 AADT value of 259,000 – or about 0.7% per year growth on average. If the ICM Project reduces congestion and/or improves reliability by 5% in the next few years over 2018 conditions, then that would equate to serving about 7 years of average growth in the near-term – a 10% reduced congestion
7/31/2018	I urge you NOT to transfer the B-W Parkway to the U.S. Department of the Interior, but to leave this beautiful road to the National Capital under the jurisdiction of the National Park Service. I would hate to see the widening of the road, the removal of trees, and the addition of trucks that would essentially make this into another highway with heavy traffic. It is a joy to drive the B-W Parkway as it now is. I often drive a few extra miles to take the Parkway over the alternative I-95 when going from Washington to Baltimore and return, for the trip on the Parkway is so much more pleasant than on I-95. I much prefer to drive where the air is cleaner and I am surrounded by trees and shrubs, absent the large, racing trucks. Please do not destroy the B-W Parkway! We do not need another I-95 leading us to Baltimore.
7/31/2018	I read with dismay about Governor Hogan's intent to transfer the B-W Parkway to the US Dept. of the Interior. This 29-mile "Scenic Entry to the Nation's Capital" has carried visitors to and from the capital city since 1954. With the current priorities of that department under the Trump-Zinke duo this would lead to the removal of numerous trees, widening of the road and the death of the "Parkway" since it will have been transformed into a multi-lane highway, where trucks mingle with cars in heavy traffic. It also would destroy the legacy of the likes of Gladys Noon-Spellman which saved the Parkway from such a transformation al long time ago. No more "Scenic Entry to the Nation's Capital". We travel the B-W whenever we can, even if it is a detour from the parallel I-95, since we enjoy the "parkway" feeling, surrounded by trees and separated (at times) from the opposite lanes by space, shrubs and trees .... we benefit form better air and better surroundings than trucks and multiple lanes of cars (and the absence of trees) can offer. Please do not destroy the B-W PARKWAY. We do NOT need another beltway extension or I-95 twin leading us to Baltimore.
8/1/2018	Please don't follow down the path that Virginia took. It did nothing to reduce congestion and only cost taxpayers billions for nothing. I will not use 495 in VA, 395 or 95 S because the the mess that was made of these roads. I hate driving in Virginia and avoid it all costs.
8/1/2018	Very few people enjoy commuting long distances. Even traffic free trips for the longest distance commuters might take 30-45 minutes. So the question is why do people drive so far? Answer: the cost of housing. Indeed reducing traffic is a subsidy for housing far from job centers. The correct solution is rezoning and development of density near job centers. If 1 billion were used to subsidize housing construction consider the possibly. This is much harder to to politically because many like their low density single family homes and private property would have to be taken for rezoned development, but any other solution is just a bandaid/patch. You an patch it but you can't do it forever. I only really understand this because I had to live in LA for 3 years before returning home to MD. There is a major freeway every few miles. People drive 4 hours a day to work to afford housing. MD should take a different course. We can because our population does not fundamentally hate transit and density. It will be difficult but more roads, even more transit isn't the solution its collocating affordable housing and jobs. And by affordable housing I don't mean forever below market rate housing, I mean building so much housing prices fall for everyone...
8/1/2018	Unfortunately, the political base in Montgomery County and Maryland does not comprehend or want good local rail transportation. Their so-called "progressive" thinking is only about more dirty buses and huge amounts of more pavement. Their membership goes to those least interested in advancing local rail and those who can't get enough pavement and dirty buses to exhaust in the county to foul up the place. Same for the County Executive and State of Maryland politicians and planners. Have all those buses and pavement really improved local travel? Of course not. Only those who have no other choice ride the dirty, bouncy, noisy, uncomfortable buses while everyone else drives - including the county and state politicians and planners - in colossal traffic congestion AND they want more of it. Here is what a good local rail system looks like. <https://youtu.be/_bVb6Tod5mI?t=95> It should be done here but it won't happen with this present political attitude. Too bad. One LRT line for Montgomery and PG counties is not a system and is underwhelming at best. If Montgomery County and Maryland officials really wanted improvement in travel and transportation it should be done this way and NOT more buses and pave, pave, pave. Rail is much more attractive for business than any bus and an excellent investment to move people and improve the environment. But the cement head officials won't think of it.
8/2/2018	Hello Jeff and Lisa, Rockville Mayor and Council have expressed interest in MDOT coming to a M&C meeting to discuss this project. Can we have a conversation about it at some point next week? We are available anytime on Thursday 8/9 if this day works for you.

Date Received	Comment
8/2/2018	
8/4/2018	MDOT, I wish to comment on the proposed 495/I270 Managed Lanes “study”. I strongly oppose any of the “build” options. It is well established and there is no real scientific disagreement that adding lanes simply increases traffic, at least soon after construction is completed. Further, I oppose the “build: options for the following reasons: 1) More freeway lanes would add congestion to other roadways at freeway exits. 2) Ultimately, more lanes would lead to increased traffic due to increased remote development. 3) Free construction detracts from public transit options. 4) Building would be hugely disruptive to traffic and local areas. 5) Building would have grave environmental consequences, including destruction of trees and habitat 6) Building more lanes could involve environment injustice to local home owners and business persons 7) The proposed public-private partnership would - undermine public options - hinder fair labor practices and unions - costs would not be controlled - transportation is a public service, not a thing to be owned by huge corporations
8/4/2018	Lisa B. Choplin, I thought I read that the 495-270-P3 Survey was going to stay open until August 27th. But I see now that the online survey is now closed. Please include the following comments in your survey. Comment 1 For 495, I suggest a combination of alternatives 5/8/9 and 15. We need to not only add price managed lanes but also to reduce traffic by offering a bus service. As part of the P3, require the private partner to create a frequent bus service. • The buses would travel on the price managed lanes around 495 only (and with possible routes up 270, 95 and 50) and therefore the bus service could be frequent. • The bus stops would be integrated into the design of the price managed lane exchanges. • Bus stops would be at red, green, orange and blue line metro stations and at major roads • The bus service would be integrated into Uber/Lyft services that would provide the last mile service on both ends of the bus ride. o It would be very convenient to have an Uber/Lyft car waiting for you when you get off the bus o The entire journey could be arranged and paid for by a single Uber/Lyft app. o This integrated service paves the way for eventual driverless car services. Personally, I think you could do the above without widening 495 and just convert the left most lane to a price managed / bus lane and add the new exchanges / bus stops. It would be much less expensive and could be done much more quickly than widening the entire beltway in Maryland. I realize that politically this would be a tough sell but I would be all for it. Comment 2 For 270, I suggest alternative 13B, price managed reversible lanes. This is perfect because the 270 rush hour traffic surges are directional. Plus this alternative could be done without widening 270. Comment 3 Your plan needs include a plan for the American Legion Bridge. Otherwise, any increase in traffic capacity on 270 / 495 towards Virginia will be held up at the bridge. I would hope that the price managed lanes could connect to those in Virginia. Plus, if the bus service described above were extended into Virginia, it would definitely be used by commuters that currently travel across the bridge by car.
8/4/2018	To Whom It May Concern: Please register me as opposed to 1)Hot lanes 2)ANY expansion of the Beltway east of 270 that would require taking homes, trees, parkland, hospital property, the YMCA, the golf course--I am OPPOSED TO TAKING OF ANY PUBLIC OR PRIVATE LAND FOR BELTWAY EXPANSION. I feel this process is being rushed through and the thoughts of citizens are not being taken into account as well. I am not in favor of ANY of the 19 options under consideration. The only option which I favor is no action. Congestion on the Beltway should be addressed by increased investment in public transit, not more paved roads.
8/4/2018	The expansion of the Katy Freeway in Houston is a prime example of how widening a freeway only encourages more building suburbs further out. When the Katy Freeway project was completed it was wonderful. Traffic flowed during rush hour and radar was set up to catch speeders. Fast forward a few years and the freeway was back to a crawl. If you build it, more people will come. It doesn't really address the underlying issues.
8/4/2018	Hello. I live in Rockville, behind 270. The barrier wall runs alongside my neighborhood, Woodley Gardens. I believe that something must be done to address traffic congestion on the Beltway and Route 270. Given that around the Rockville and Gaithersburg area, Rt. 270 is 12 lanes wide – six lanes in each direction – expanding it an additional four lanes will accomplish nothing for maybe more than a year or so. It’s already huge. How large does a highway need to be? I’m not sure people are going to be willing to pay tolls approaching $40 to get to Frederick. Governor Hogan already lowered tolls on the ICC to get more people to use it, and although you can travel a great distance for under $4, it is still an almost empty highway. Surely something can be done that will not destroy small businesses like those that make up the Woodley Gardens shopping center, or homes, like the townhomes of Regent Square. Residents of those homes feel fortunate to be able to live in a safe, pretty neighborhood for a very reasonable amount of money. They could not buy a comparable home anywhere else in Rockville for what they would get for their property in Regent Square. Those townhouses are very inexpensive, but the neighborhood is a gem. In addition to the shopping center and townhouses, there are churches, a daycare center, and a senior center on the chopping block. There are many options when you have 12 lanes to play with. Reversible lanes work on Cabin John Parkway and on the Bay Bridge. Are we exploring those? I have asked the so-called technical experts whether they have research studies to show that expansion of already-huge highways relieved traffic congestion for more than a year or two. The answer is no, they have not researched such studies and they do not intend to do so. I also asked the so-called technical experts whether they would be looking at cities that had successfully addressed traffic congestion in manners that did not take commercial and/or residential property. No, they have not, and no, they have no plans to do so. I don’t dislike Governor Hogan, but he is setting this up in a very clever, almost duplicitous, manner. As I understand it, the P3 partnership and private funding means taxpayer dollars are not used and that therefore his proposal does not have to go through the legislative process. He assures us that his proposal will be subject to the same federal environmental assessments as any other major project. The major assessment will be done by EPA – what a joke, given how President Trump has devastated that agency. One last comment: the U.S. Public interest Research Group examines proposed large projects throughout the country and recently named the 495/270 expansion the number one “biggest boondoggle” IN THE UNITED STATES right now. Their words: biggest boondoggle. Thank you for reading,
8/6/2018	Reference: https://495-270-p3.com/updates/faqs/#p3_faqs The web page says: “Attend Public Workshops in July and December 2018”
8/6/2018	Good afternoon, I hope this finds you well. I was wondering if it would be possible to be placed on an email list to be notified of any changes to the RFP listed here? Thanks so much!
8/6/2018	A good afternoon to you, hope you had a great weekend. I was hoping I could get your assistance as I’m trying to gather information on the new Beltway I-270 and I-295 Expansion Project that was recently announced by Governor Larry Hogan. Champion Fiberglass manufactures an electrical conduit system along with bridge hangers that are utilized with DOTs all across the country so we are very interested in being a part of this project. With our products light weight yet rigid design, Champion Fiberglass could provide a substantial savings to not only product costs but also with installation and labor costs. I understand that the project is still in the early stages however I wanted to be diligent in making our interests in the project known, I’d like to perhaps sign up for mailing list to receive information on the project as it’s released. Any information you could share at this time would be appreciated. Just to give you an idea of how our product is utilized on bridge applications, the image below is that of a bridge right outside of Atlanta Georgia where our conduit and hangers are being used. Should you have any questions please don’t hesitate to contact me. I look forward to speaking with you further and hope you have a great Monday.
8/6/2018	We live in North Chevy Chase, on Faircastle Drive (backs up to 495). Currently, our front yard neighbor’s backyards face the beltway and are already very close to the beltway lanes. If the beltway is widened, this will have a hugely negative impact on our neighborhood. Currently, our front yard neighbor’s already have very little rear yard space, and widening the beltway would almost reach their house. The beltway is already only separated from our neighbors by a small sound wall, and the beltway can be seen from the 2nd floors of our neighbor’s homes. Widening the beltway will only encourage single passenger cars and will put only more cars on the beltway! Contraflow lanes are confusing and toll roads are only helpful to wealthier travelers, and detrimental to commuters who already spend too much traveling for work. If bus or light rail can be incorporated without widening the overall width of the beltway, that would be my choice. If you’d like to interview our cul de sac of homes, please contact us!
8/6/2018	Dear Everyone, It has been four months since I have informed Mr. Gunn about the tree outside my property on Connecticut Avenue. Not only is the tree hanging over Connecticut Avenue in heavy traffic, it also intertwined in the electric power lines.I was told several times this tree would be cut. Pepco said they spoke to Mr. Gunn but the tree is still not cut. When this tree eventually falls or the power lines fall onto Connecticut Avenue I will certainly make sure the victims have all your emails.
8/6/2018	Good afternoon, I hope this finds you well. I was wondering if it would be possible to be placed on an email list to be notified of any changes to the RFP listed here(https://495-270-p3.com/wp-content/uploads/2018/07/BCS-2018-04-RFP-FInal.pdf)? Thanks so much!
8/7/2018	More inexpensive public transportation might be better than “managed” traffic lanes. How will lanes be “managed”? A fast lane commuter bus route, perhaps from Lake Forest to Tysons might be helpful. Additional traffic lanes would just add to the repeated traffic jams, especially on the Legion Bridge.
8/7/2018	I am attempting to have my letter of comment inserted in the official record. Dear Ms. Choplin: I am writing to comment about the Beltway widening alternatives shown briefly at the 7/25/18 meeting at Pyle Middle School titled by MDOT/SHA “Public Workshop.” My comments are for inclusion in the official record. The 15 road change alternatives (some with A & B versions) were confusing. No one disputes there is heavy traffic on the Beltway & 270 and improvements needed. But what if the answer is NOT bigger roads to move MORE cars? University studies back to 1962 have shown more roads lead to ever more cars on the road. More lanes on the Beltway would mean more horrendous air pollution along with more respiratory allergies such as I already suffer plus more serious disease for others later on—especially for those of us who live very near the Beltway as I have for 40 years. The four-lane widening version will destroy countless homes, buildings and trees in stable communities, will cut back on park land and alter the environment in negative ways especially Rock Creek and the wildlife that depend on it. Widening the Beltway as outlined will degrade our area for all time. It is shameful of the current Administration of the state of Maryland for trying to rush this through with scant warning and have the state committed to private financing of such a major change affecting ALL our citizens, many of whom can ill afford to pay huge tolls necessary at rush hours to make tolled lanes profitable. If they are not profitable enough, we know Maryland taxpayers will bear the cost for many years. Transportation change in our urban area must be future-oriented. It demands YEARS of pre-study involving not just SHA, but top environmentalists, professional urban planners, climate experts, medical researchers, sociologists and mass transit experts. It also needs to be bi-partisan. I support trains and tunneling over Beltway widening. As cars continue to choke our roadways, is it too much to ask that our state government put the needs of ALL its citizens ahead of committing to profit for some and convenience for the wealthy? We ALL pay taxes and VOTE. Some of the improvements that should happen immediately are: reversed lanes at rush hour, express buses, more buses all day to Metro stations (not to mention FIXING Metro first), use of some shoulders, etc. Do these FIRST while unbiased, multi-disciplinary study of the grand picture proceeds and is presented to the public without being under some imaginary deadline which in this case appears to be the next election. It is very hard to believe that any citizen comments made to the officials at the workshops were of any use; they were not taken down in their entirety and no one was allowed to speak in the auditorium after the presentation. About 40 MDOT/SHA employees were engaged in “handling” the public at Pyle. They were intrusive as they hurried citizens along. During the presentation we were asked several times from the podium to “be respectful” and “be civil” yet at no time did I observe anyone behaving improperly. There were uniformed, armed police in the auditorium and the discussion rooms. Were they all necessary? I feel these “workshops” were a sham and this fevered process an insult to the intelligence of Maryland voters. When public hearings finally arrive, I plan to be there along with my elected representatives and we will all be thoroughly prepared to oppose this unwise and one-sided approach to dealing with too many cars at rush hours.
8/7/2018	I oppose the widening of 270 because it will not relieve congestion and more cars will use it and it is bad for our environment.
8/7/2018	The area is in need of traffic relief. With 15 alternative, it seems we can find one that doesn't exclude people. I am opposed to any managed lanes that require payment. If we add lanes, they should be free to everyone. The high pricing showing in the new HOT lanes in Virginia is staggering. I am a retired professional, probably in the top 10% financially and pay my tolls, but I couldn't afford to pay the tolls on that road. I prefer the rail/bus transit options. They must connect to existing metro and bus stops to make them accessible. The intercounty connector RT 200, at $3 billion, was supposed to relieve traffic, but it didn't. It still has less traffic than predicted. Let's not make the same mistakes again.
8/7/2018	I have lived on Azalea Dr in Regents Square, Rockville for 30 years. It is a hidden gem of a neighborhood and the perfect place that I plan to live out my retirement years. We have a wonderful Senior Center and other Senior Services, a friendly little shopping Center where neighbors can meet for a meal, ice cream, pizza or get a pedicure or do our banking and a beautiful, active park It also happens to back up to 270. I am very much against any plan that would increase the footprint of 270 between 495 and Gaithersburg and possibly require demolition of many homes in our wonderful neighborhood. There are already 12 lanes along this section that narrow down to 6 lanes in Germantown and then to only 4 lanes from Clarksburg to Frederick. It would make sense to widen 270 from Frederick south to prevent the bottle neck that backs traffic up all the way up to 495.
8/9/2018	As a long-time resident of Montgomery County, mostly in the Rockville/Derwood area, I am writing to object to the current plan to widen 270 that would affect this area. To do this expansion, the current plan would include demolishing housing, business such as Woodley Gardens shopping center and the Rockville Senior Center, and cut into neighborhoods making them no longer neighborhoods people would want to live in not to mention devaluing their properties. Do you really want to create a low-income housing glut as well as destroy beautiful neighborhoods that have been thriving for 50+ years? Instead, why not focus your efforts on expanding 270 where it is only a four lane highway heading toward Frederick? There aren't really options headed toward Frederick to avoid this traffic and this is where housing is booming. Many of those that move to areas north work in Montgomery County and having more travel lanes heading to and from their communities makes sense. What doesn’t make sense is the plan to ruin communities by demolishing homes and seriously disrupting people’s lives and businesses, cause more traffic issues while expanding a large 12-lane highway, and generally cause upset within our county. Have the traffic studies been carefully reviewed? This one below demonstrates that this kind of expansion actually doesn’t reduce traffic. So I’m asking that you please reconsider this option and keep our community intact. http://djcoregon.com/news/2011/01/21/highway-expansion-can-do-more-harm-than-good/ Thank you for your time and consideration.

Date Received	Comment
8/9/2018	To Whom It May Concern: My mother, [redacted] remains in our home at [redacted] My parents moved to the neighborhood of Woodley Gardens at its inception, [redacted] who designed and built the neighborhood lived across the street. My father was a theoretical and experimental physics recruited to Washington, DC by John F. Kennedy in his call for all physicists. He worked for the Department of Commerce at the then called National Bureau of Standards in Gaithersburg, MD. NBS is now called the National Institute of Technology. My father protested the widening of I-270 when it first was expanded. His experiments, one of which is in the NIST Museum, would be adversely affected by the vibrations caused by the widening of I-270. Having been in the neighborhood since 1962, we have seen cracks formed in the townhouses along the highway. My father had to build his experiments inside a box that minimized these vibrations. The noise caused by the highway is so bad at night, sitting in the backyard is no longer the pleasant quiet event that it used to be. As a physicist, my father often noted the sound barriers erected are incorrectly designed, not taking into account how sound travels. To reflect and cancel noise, there needs to be a curve at the top of these barriers. This would take the waves from the noise and reflect them back upon the highway. Without this, the sound travels away from the high way and is not canceled. There are no walls beyond the townhouses so that at the curvature of Nelson street, the noise breaks through and travels to the park and to the rest of the neighborhoods. I think it is kind of ludicrous to imagine a continuum of widening of a highway – the investment in better mass transportation is a more logical conclusion. A rail line run down the middle of I-270 would improve the flow – given that most people move further north away from their jobs to get to affordable housing – a mass transportation solution will alleviate the pressure of additional traffic. The only answer is to take the cars off the road and put people into state of the art high-speed rail. Please put the money into building a mass transit solution to follow completely I-495 and add spokes up I-270. This will improve flow and allow people to move unimpeded. Sounds will be minimized and given the better solution of mass-transit. Widening does not make sense and will cause harm to buildings, neighborhoods, and individuals. The existing I-270 width is as far as it should go. Other solutions must be sought. Please feel free to contact me.
8/9/2018	Dear State Highway Administration, I live very close to 270 in Rockville. I urge you not to widen 270 in Rockville. It may make sense to widen 270 north of Germantown where there are far fewer lanes and back-ups occur. Widening 270 in Rockville will NOT solve the traffic problem. It will only encourage more people to make long commutes and put more cars on the road. Maryland needs to truly support Metro and look at other options for public transportation. Please listen to the citizens who live near 270 and DO NOT WIDEN 270 in Rockville.
8/9/2018	We have lived at [redacted] for 18 years and my property backs up to 495 just past the bridge. We have already replaced windows to try to cut down on the noise and don't use our newly rebuilt deck due to noise and the tire/rubber dust that accumulates. Our family stands firmly against any widening of the roadway as it will diminish our use and enjoyment of our home, and certainly reduce the property value. Please advise me directly of any developments and/or hearings.
8/9/2018	https://495-270-p3.com/online_public_workshop/ I was wondering if you had a PDF available of the PowerPoint available at this website. The only PDF available is the meeting instructions for the 7/18 meeting. Thanks.
8/10/2018	As one of the 2000 people whose health and welfare will be directly damaged by the widening of 495,I am vehemently opposed to this project.
8/10/2018	Thanks Lisa for the info. I will participate to your meeting of 15th of August 2018, at your office in Baltimore. I will see you there. Have a great weekend!
8/11/2018	I am writing to you regarding widening I-270. While I understand the necessity of making modifications to alleviate traffic congestion, I hope you can find a way to do it without destroying my beautiful neighborhood, Regents Square in Rockville, Maryland, 20850. Under one proposal some homes would actually be demolished and property values would plummet. I am a senior citizen (age 81) who has lived here over 20 years, and I hope to spend the rest of my life here in the community I love. My nest egg is my home, and it would be a terrible hardship if it were diminished. There are many others in the community in my same situation. Thank you for taking the time to listen to my concerns.
8/12/2018	In terms of transportation needs and relief, the plan to add extra lanes, including toll lanes, to I-495 and I-270 make absolutely no sense. Increasing the capacity of major roadways adds to the number of vehicles using the roads, puts added pressure on already congested local streets, adds noise, contributes to pollution, will disrupt established communities and adds to the fiscal burden of taxpayers. Instead of starting off with the focus on highway construction, we should start by looking at all the possible ways various forms of mass transit should be structured and integrated in order to provide truly viable alternatives. Highway construction is short term thinking; mass transit is for the long term.
8/12/2018	Dear Sir or Madam, I am writing to you regarding the Alternatives Public Workshop for the I-495 and I-270 Managed Lanes Study, which was presented by Ms. Lisa Choplin and Mr. Jeff Folden on Saturday, August 11th, at the Rockville Senior Center. I am quite alarmed by the considerations being made by this study. In effect, the study seems to suggest that the solution to traffic congestion is to accommodate more cars; there is little serious consideration being given to public transportation alternatives. As the PowerPoint presentation from the workshop effectively illustrates, I-270 near my house is already twelve lanes wide (six northbound and six southbound lanes). How much wider can we expect that route to be?! And why is there no attempt to capture or estimate data for single-occupant cars? Getting more people into cars can certainly help offset the congestion problems. However, instead of accommodating more and more cars—all too often occupied by single drivers—on I-270, why don't we invest in realistic, effective public transportation? The MARC Train Brunswick line, departing from Martinsburg and the West Virginia exurbs and heading to DC, has only three morning departures, and all of those are before 7:00 a.m. Similarly, only three MARC trains leave each morning from Frederick heading to DC. (Yes, there is a shuttlebus that connects Frederick to trains leaving from the Point of Rocks station, but can't we acknowledge that transfers suppress ridership, particularly when most travelers will need to complete their morning commutes by Metro, bus, or foot to arrive at their place of work?) Returning westbound trains to Frederick and points in West Virginia in the afternoons and evenings are equally limited. If train service to the north and west were more frequent and more reliable, fewer people would feel compelled to drive on I-270 and discussions of widening the roadway would be unnecessary. Instead, in the presentation made during the workshop, automobile-based options to traffic congestion were foregrounded. Look at the PowerPoint that was used to guide the discussion. Fifteen slides discuss scenarios that do nothing about controlling the number of cars on the roadway. In fact, most of those scenarios encourage and anticipate more automobiles being driven on I-270. One slide tosses out high-level allusions to rail and bus options with little to no specificity or clarity. The illustrations used on that one slide gesture to Metro and the eventual Purple Line, but nowhere are MARC trains even mentioned. Based upon the presentation that was made at the workshop on August 11th, I am concerned that the decision to focus on road alterations rather than public transportation has already been made. Am I wrong? As one Maryland resident and a homeowner in a neighborhood adjacent to I-270, I would strongly encourage all parties to pull back from their fixation on accommodating cars and drivers and think creatively about efficient and effective public transportation alternatives that are future-focused, rather than being stuck in the mid-twentieth century. Sincerely,
8/12/2018	I'm writing this email to the SHA to reject any proposal that involves widening 270 any wider than it currently is. Physically expanding the highway will require paving over existing free space, homes, and business thus significantly impacting the community I have lived in for past 25 years. This proposal will create more pollution and noise from the increased traffic and create loss of property values.
8/12/2018	Good evening, I live off [redacted] in Rockville, Maryland. I have great concern about the current plan to widen I270. I am NOT in support of this due to how close our neighborhood already is to 270. Please consider other options and DO NOT widen I270.
8/12/2018	To Whom it May Concern: I write to urge the SHA to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment.
8/13/2018	I attended the MDOT/SHA public workshop at Pyle Middle School on July 25th. I spoke at length with Coryn from MDOT. Here is a summary of my comments: 1. MDOT/SHA plans for disseminating information about the P3 project and gathering feedback from citizens have been totally inadequate. Most people in affected communities do not know about this project or the public workshops. I sent notices of the workshops to leaders of more than 10 local grassroots organizations with thousands of members in affected communities; most of them and the members of their groups did not know about the project or the public workshops. MDOT said it put notices in print newspapers. However, many people don't get print newspapers at all or only get the Sunday paper. MDOT said it has a website, but if people don't know about the project or that the website exists, they cannot go there. MDOT has a Facebook page, but, again, if people don't know about the project, they are not likely to search for a Facebook page. Elected officials from several affected communities reported not getting information about the project or about the public workshops in April or in July. Postcards and flyers were supposedly mailed to local residents. However, many residents, particularly those living in apartment/condo complexes, report not receiving any notices. The small number of public workshops in July and their locations were inadequate. It is shameful that MDOT/SHA did not schedule public workshops in accessible locations in highly affected communities bordering the beltway, such as Kensington, Silver Spring, College Park, District Heights, Forestville, Morningside, and Landover, and along I 270, such as Rockville, Gaithersburg and Germantown. The Bethesda workshop was held in a neighborhood far inside the beltway not readily accessible by public transportation. All of these workshops were scheduled on weekday evenings, when many people cannot attend. These problems suggest that the public workshops were just a sham and that MDOT/SHA do not have a genuine interest in input from the public. If MDOT/SHA really wants input from the public, there are a number of ways to publicize the project and get meaningful community input: 1. Schedule additional public meetings/workshops in locations accessible by public transportation in Kensington, Silver Spring, College Park, District Heights, Forestville, Morningside, Landover, Rockville, Gaithersburg and Germantown. At least half of the meetings should be on weekends when working people can easily attend. 2. Advertise the project and the local meetings through churches, synagogues and mosques in affected communities. 2. Advertise the project and the local meetings through posters on Montgomery and PG county buses, posters in local supermarkets, and posters in community recreation centers and libraries. 4. Ensure that the mayor/town council of every incorporated entity along the beltway and I 270 is fully informed and can gather input from its constituency. 2. The proposed plans for widening I 270 and the beltway are 1950's solutions to 21stcentury problems and do not adequately address regional transportation issues. Many studies have shown that widening roads just "induces demand" and encourages more people to drive, so that the roads are congested again in just a few years. We need a regional clean transportation policy focused on moving people, not cars. The proposed P3 project alternatives do not include adequate rapid transit options, such as expanded MARC service that links to Metro lines and/or extending metro to Clarksburg or Frederick and to Columbia. The Maryland Transit Opportunities Coalition (www.transitforMaryland.org) has proposed a less expensive, connected rapid transit that will benefit nine counties and Baltimore City where more than 80% of Maryland's population lives. In today's economy, rapid transit is key to attracting jobs and investments. Why is MDOT/SHA not considering those options? Transit For Maryland, www.transitformaryland.org, With trains running all day, every day, on a network that stretches from Elkton to Frederick and from Waldorf to Towson. Maryland can do it. 3. MDOT/SHA has not been upfront about the work currently underway on I 270. MDOT/SHA staff and contractors at the workshop at Pyle Middle School mentioned that some work is already underway/planned to ease congestion where the I 270 spur and the beltway meet between Democracy Blvd and Montrose Rd. However, the nature of this work, which includes re-striping and other work, was not adequately explained. Most importantly, there does not seem to be a plan to evaluate the impact of the current work on easing congestion before proceeding with the enormous P3 project! Similarly, MDOT/SHA needs to see what happens to traffic on the beltway after the Purple Line is operational. The approach MDOT/SHA is using with the P3 project violates a fundamental rule of science: change only 1 variable at a time in any experiment! MDOT should see what happens after work currently underway is completed, then propose additional steps if necessary.
8/13/2018	I have been in Frederick since 1998 and 270 South and North have been a disaster ever since and is only getting worse every day. Please widen 270 north and south up to at least where it turns into Route 15 in Frederick. If possible, route 15 is a nightmare too in both directions. This highway project has been a long time coming and should be started immediately. Thank you.
8/13/2018	To Whom it May Concern: I write to urge the SHA to reject any proposal for I-270 that involves making the highway wider than it is now. It is too wide as is, with more lanes than both 495 and 95 combined. It would rather seem to be more beneficial to improve Virginia/DC/MD connectivity. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our awesome community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels elatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment. Please reply and let me know what the State intends to do.
8/13/2018	Don't widen the footprint of I-270. Choose traffic solutions that stay within the current footprint, using reversible lanes, bus lanes, and more. Creating a 16-lane road, as the Governor proposes, will destroy homes and
8/13/2018	I write to oppose the proposed widening of I-270. Such action will have deleterious environmental impacts, destroy established neighborhoods, reduce property values, and increase ambient traffic in neighborhoods. Studies have shown that congestion will return to previous levels relatively quickly after such "upgrades" are completed. We should be focused on improving alternatives to roads, such as improving rail, bus, and other mass transit options, and revitalizing close-in neighborhoods. Additional options that will improve traffic flow without environmentally damaging road -widening should also be considered. Thank you for your attention.
8/13/2018	To Whom it May Concern: I write to urge the SHA to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment Please reply and let me know what the State intends to do.
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8/13/2018	State Highway Administration staff, My husband and I live very close to 270 in Rockville. We have lived in our home for more than 30 years and have made many major improvements in the house. We raised our children in this house. If 270 is widened in Rockville, we will lose our home or find that the value of our property plummets. DO NOT WIDEN 270 in Rockville. Adding extra lanes will NOT solve the traffic problem but will destroy peoples' homes and peoples' lives. It is NOT the answer to the traffic problem. It is essential that we look for solutions in public transportation. I sincerely hope you read the emails and letters you receive and listen to what the public wants.

Date Received	Comment
8/13/2018	Hello. I live in Rockville, near 270. I do NOT support adding more lanes to 270 further than the current footprint will allow. I agree that congestion is an issue. It affects our family every day. However, adding more capacity to 270 will only encourage more development on the 270 corridor. That means that this problem is an endless problem. The State must do more to encourage development that is not close to 270: creating a major North/South highway that hits 495 in the middle (by making 97 into a controlled access freeway, for example), or more development in the direction of Baltimore. Thank you. J
8/13/2018	Good morning, I have been slowly hearing about the 270 Expansion Project from our neighbors. Our home is sincerely backing to 270 and exit 5 West Montgomery Avenue. May we get information on how this would effect our home if the sad news does occur. How much of our property will be taken away from us. Thank you always,
8/14/2018	Re: the P3 project, what properties will need to be razed/destroyed for this project? I've heard that at least 200 homes along Rte 270 in Montgomery County would be knocked down. How many homes and businesses along Rte I-495 would potentially be razed, and can you please send me a list or a map of where these properties are located? I strongly disagree with Maryland proceeding with this project without first making it very clear to homeowners and business owners that they face possible property destruction. This project should NOT assume it's a done deal. Sincerely,
8/14/2018	Do NOT widen 270. It is a terrible idea that will adversely impact the surrounding communities. Any other solution is better, such as reversible lanes. Do not displace homeowners and disrupt decades-old communities. The easiest solution is not the best solution.
8/14/2018	TO WHOM IT MAY CONCERN: Regarding the possible physical widening of the I-270 footprint in Rockville, I want to express my opposition to and concerns related to this project. I believe that this project would result in more congestion and will not solve the long term problem. It would only encourage sprawl, noise and pollution. I have lived in the community of Regents Square for 18 years. My townhome is three doors away from the sound wall of I-270. I have enjoyed this community for its many amenities and would consider it a great personal loss if I were unable to stay. The negative impact on our community would be devastating if it included the taking of private property, parks and businesses. Our neighborhood consists of 252 townhomes which will be affected by this project. We have small businesses which are important gathering places such as the ice cream shop, the pizza shop, the corner market and others; we also have parks, ball fields, tennis courts, swimming. To say nothing of the importance of the Rockville Senior Center which serves the growing senior population in Rockville. If there is to be a change on I-270 the reversible lanes alternative in the Rockville area seems to be one possible answer to eliminate some congestion. Another alternative is to focus on expanding the MARC transit line which would not negatively impact communities and neighborhoods and would be more sustainable. These alternatives would be less costly and more palatable to the community. Your consideration is imperative and appreciated.
8/14/2018	To the State Highway Administration: You can reduce traffic problems on our interstates without widening them. Reversible lanes WITHIN THE CURRENT FOOTPRINT are the first priority. Actually, the FIRST priority is NOT WIDENING the highway. Reasons not to widen I-270, where we live beside the sound wall: • Converting a lane or two to reversible will solve the problem. The traffic problem is mainly at rush hours and when there's a big crash or road work. Allow for reversible traffic as needed, just like on the Bay Bridge. Poof! • Traffic is like water -- it spreads to fill the space allotted. The last time you widened the interstate, it filled up again in less than five years. • Nobody who lives near the interstate wants a wider highway. Are you going to make this place look like Los Angeles? Don't pave over everything we see. Don't make it frightening and unmanageable for teens, old people -- most drivers (if they're honest about it). We LIVE here. • Like many of our neighbors, we chose Regents Square because it's beautiful. Right now, deer ramble through our backyards. Chipmunks too. There are trees that are 80, 85, 90 feet tall. They rustle with every breeze. How do you put a price on that? Here's one way -- our house has used air conditioning just half a dozen times in the past four years because the tree canopy keeps the house so cool. If you widen the highway, all that will be gone. We'll be able to touch the new sound wall from the back window. • Every teenager within 1.5 miles congregates at Carmen's for frozen custard and coffee. Families and sports teams from the ball fields across the street eat at Hard Times Cafe. The pizza place next door is popular, and the bank and veterinary office serve many local families. This shopping center sits right against the sound wall next to I-270. If you widen the highway, it will all be destroyed. Come visit. You'll see how lovely a place it is here in Regents Square ... now.
8/14/2018	To whom this may concern, I live in Regents Square Townhouse Community. My house borders on the I-270 corridor. I am against any physical widening of I-270. I don't want to lose my house, my neighbors and the Senior Center. Many of us are retired and live on fixed incomes; our houses are paid off. We are daily users of the Senior Center gym, fitness programs and social activities. We don't want to be forced to move and have to take out a mortgage; we are hoping to be able to live out our days in Regents Square. The bottle neck on I-270 is not in Rockville; it occurs northward where the four lanes merge into two lanes going to Clarksburg and southward where the four lanes merge into two going to I-495. The flow on I-270 would be much improved if the focus was on the problem areas. Alternatives such as reversible lanes would be okay as long as it does not widen the physical footprint of I-270. The State should pursue mass transit; it is the only viable solution to traffic congestion. Mass transit too is environmentally a better option than widening the highway. I urge you to take my comments into consideration.
8/14/2018	Subject: AGAINST fast-tracked proposal by the Maryland Department of Transportation to physically widen I-270 Dear Officials, I am concerned by the possible physical widening of I-270 as part of the State's "I-495 & I-270 P3 Program" to relieve highway congestion. We're not against progress or better traffic flow. We can have those within the current I-270 footprint. We are open to creative solutions including the following: - reversible lanes - closing one or two entrances to the 270 highway - Encourage rideshare from Frederick, MD and beyond. - Promote the use of odd or even vehicles plates during specific weekdays After leaving next to the I-270 highway for many years, I regret to note that parallel roads such river road or 355 road did not benefit from widening which could greatly reduce the traffic on I-270. Widening the current infrastructure would simply augment the traffic as it would attract more traffic from the those parallel and neighboring roads. Thanks you
8/14/2018	• To Whom It May Concern It has come to my attention that the State has had meetings last month to consider physically widening I-270 through Rockville. I live two, one block from I-270 near Nelson Street and am very concerned about this idea. All that separates my home from the interstate is Nelson Street and a slim 'green barrier' of slender trees and mostly low, wild vegetation. I am understandably completely against this idea and would like this formally recorded. My husband is from DC so we understand about development and growth. I am originally from England where we have longer ramps to access and exit our equivalent to interstate highways (motorways), many pedestrian bridges and need lots of storm water management due to rainy weather conditions. With the recent rains in mind and wide variety of weather that we receive here in MD I also anticipate that the need for increased storm water management for example will incur even more construction to take place if more lanes are added to the current Interstate. This would require taking out current vegetation and trees which act as a significant sound buffer (when they are in leaf) for our home. The thought of the Interstate being virtually on our doorstep AND busier is unacceptable and would significantly affect the value of our home. I understand that when sitting around a table with computers and maps the expansion of lanes may seem like a good idea but you are probably not living so close to I-270. So, I ask you to consider other ways to solve the issue and creatively implement other ideas concerning the need to relieve congestion at certain areas and times per day. Perhaps something like Clara Barton Parkway in DC can be examined? They use reversible lanes at high traffic points of the day to allow freer movement of vehicles out of the city during rush hour. Please acknowledge that you've received this e mail.
8/14/2018	To whom it may concern, I wanted to comment on the plans to widen I270 and the possible impact on my home. I live on Hawthorn Court in Rockville, currently a stones throw from the existing 10 lanes of interstate traffic. It is loud and smelly. We understood those factors when we purchased the house and have mostly ignored them for the past 20 years as we raised our family and contributed to our community. We've seen progress in Rockville, applaud new businesses and growth but admittedly feel widening the highway is not necessary. Reverse lanes or limited access express lanes make the most sense financially and are forward thinking. More tarmac is old school. I honestly feel that we will see more teleworking in this area thereby reducing traffic. I also feel there is a greater need to address the traffic north of Germantown on I270 and a better merging plan from the spur onto I495 than focusing on Rockville/Gaithersburg construction. I ask you to think and plan with greater imagination, and with fiscal and environmental responsibility. I also ask for minimal impact on my community. Thank you for your consideration. Respectfully,
8/14/2018	To Whom it May Concern: I write to urge the SHA to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those who are not losing their homes would still suffer the loss of neighbors, their property values, and green space and will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment. Please reply and let me know what the state intends to do with timelines.
8/14/2018	I am greatly opposed to the plan to widen 270 by destroying our neighborhood. There must be other options. Please reconsider.
8/14/2018	I am a 20+ year resident of the Woodley Gardens neighborhood in Rockville, MD. I am writing to express my strong opposition to the possibility of widening I-270 within the cities of Rockville or Gaithersburg, MD. All of the studies that I have read indicate that widening highways do not alleviate congestion over the long term. Instead, more lanes simply encourage people to live at ever greater distances from their places of employment and provide an incentive not to use public transportation. Consequently, I am asking that the Maryland Department of Transportation consider only those options that would NOT involve widening I-270 (already twelve lanes across in some areas!). Instead, planning and funding should be directed at public transportation and encouraging employers to promote a great use of telecommuting. Reversible lanes should also be studied. Thank you very much for your consideration.
8/14/2018	I submitted this comment electronically at the Web site, but thought I would also send it along to the project team. Thanks for your time. I oppose any option that will widen the footprint of I-270 through Rockville and require the seizure of property by eminent domain. I understand the need to relieve congestion on the highway, but surely it can be done without spoiling neighborhoods and forcing people out of their homes. At the public meetings on this subject, project staff would not say what options will widen the footprint, by how much, and what properties would be affected. This kind of partial information has done nothing but create anxiety and outrage in neighborhoods close to the highway. My neighborhood is Regents Square, in Rockville. We're a large, diverse community of moderately priced townhomes, located in the Woodley Gardens area – a beautiful, walkable, peaceful part of Rockville. On any morning, you'll see little kids playing outside, people walking their dogs, joggers jogging, senior citizens strolling. Our neighborhood is home to a big public park, the Rockville Senior Center, and a small shopping plaza with a veterinarian, dry cleaner, pizza place, Corner Market, Carmen's ice cream place, and Hard Times Café. This is a true, vibrant neighborhood. And a good chunk of it is very, very close to the I-270 barrier wall. My personal situation is this: I've lived in my townhouse for 25 years. I recently finished paying off my mortgage. I plan to "age in place" here. In my home, I care for my 96-year-old mother, who is bed-ridden and has advanced dementia. This home, where she has lived for all of those 25 years, is one of her few tethers to reality. It is also a stone's throw from the I-270 barrier. Please, solve the traffic problem without destroying neighborhoods and disrupting lives.
8/14/2018	Dear I-495 and I-270 P3 Study Team, Thank you for soliciting comments as part of your Managed Lanes Study. I am opposed to the physical widening of I-270 and I-495. It would harm not only the neighborhoods and 1000's of residents near these highways, but would also have permanent, detrimental effects on the Washington D.C. metropolitan area. Several studies have illuminated the negative consequences of expanded highways and urban sprawl, including obesity[1], poverty and nutritional resources,[2] reduced life expectancy[3], air and water pollution, traffic accidents and fatalities, and other consequences that significantly threaten public health and everyone's quality of life[4]. You might be thinking that adding a couple of lanes to a freeway is not associated with these issues, but this is exactly how the problem begins and proliferates. There are alternatives to increasing the physical footprint of these freeways, some of which you wisely highlight in your presentations. For example, on I-270 congestion generally follows rush-hour flow, leaving lanes in opposing directions unused. Lanes which reverse direction according to need would provide a comparably inexpensive remedy. There are also policy actions that could greatly alleviate current and future traffic congestion. Encouraging telecommuting on a local and state level could possibly do more than any infrastructure modification. By giving tax breaks and other incentives, you could persuade employers to have their employees work at home one day a week, for jobs where this is possible. Imaging the traffic congestion reduction this could result in. There are also community planning actions that reduce the need for expanded highways. A popular and effective action is creating walkable communities. I live in such a community, where there is a nurturing mix of greenspace and development, with easy access to mass transit, which I mainly use to commute. A cruel irony of this is that physically widening I-270 will destroy my walkable community, along with several others. I want to close by again thanking you for inviting comments. Please do not physically widen I-270 or I-495. I urge you to choose alternatives that do not negatively affect any community.
8/14/2018	To: State Highway Administration; Gov. Larry Hogan From: Regents Square, Rockville, MD Re: Your plan to add lanes to I-270 Don't. There are better ways to fix the traffic situation than to take people's homes and businesses and trees and parks and parking lots and open space that provides drainage and space for our children to play. This neighborhood is a microcosm of Rockville. Rockville is a microcosm of what's along I-270 -- there are many more neighborhoods like this in Bethesda, Gaithersburg, and well beyond. Reversible lanes on what's already there will take care of the problem you propose to solve. I-270 is largely empty at night and weekends and moves easily at non-rush hour when there's no road work. There is no need to destroy lives, homes, businesses, neighborhoods, retirements, property, property values, beauty, and peace of mind. Thank you.
8/14/2018	Subject: No physical widening of I 270 through Rockville

Date Received	Comment
8/14/2018	Hello, I currently live on Azalea Drive in Woodley Gardens. I am writing to ask that the widening of I-270 be reconsidered. I feel that this plan would not help with the congestion that occurs during peak traffic hours. I feel that most congestion occurs down further by the southbound I-495 split, which then causes further congestion on I-270. Widening the highway would just cause further traffic in-flow and further congestion as it bottlenecks at the I-495 junction. I have also noticed bottlenecking coming/going from Frederick. The two lane highway causes further congestion especially when heading north bound. So, widening I-270 would not help matters as again bottlenecking occurs further north. I believe the real issues are south and north of I-270 causing traffic to slow on I-270 as a result. Also, I feel that with six lanes further accidents would occur as people are trying to cross not four, but six lanes to the HOV or exits. I believe that having reversible lanes to accommodate the traffic southbound during AM hours and northbound during PM hours could help with congestion. Also, having driven up/down I-270 since I was 16, I believe that having more access lanes to converge out of the local lanes would help. I usually get onto I-270 at exit 6 and cannot get into the express lanes right before the Montrose Rd exit. Allowing those wanting to get into the express lanes sooner and allowing those wanting to exit into local lanes could sort out some congestion. I am also against the I-270 widening as my home, on Azalea Drive, since I was a child would be taken by eminent domain and destroyed. Though the state may see the land as a necessity, I see it as a nice, safe, enjoyable neighborhood being demolished. And for what? To possibly help with congestion? I just don't agree. As stated above, I feel the congestion stems from the bottlenecks north and south of I-270. Widening the lanes would just lead to more lanes, but still congestion causing backups along I-270 that are already occurring. Traffic can only flow smoothly to a point; only so many can pass through with the space provided north and south junctions.
8/14/2018	As you consider improvements to the traffic flow on 270, I urgently suggest you choose a plan that does not widen the existing footprint but instead prioritizes reversible lanes and improvements to mass transit. Please
8/14/2018	Hi. Could you please give me the address for the upcoming meeting? I recall it starting at 10 am. Thank you.
8/14/2018	Hello, I am writing in support of transportation management options that do NOT involve further physical widening of I-270 or I-495. I am in favor of options such as peak period shoulder use, reversible lanes, and active traffic management, in addition to expanding public transit options such as BRT and the CCT. The existing right-of-way for I-270 is sufficiently large to develop a workable solution to reduce congestion. As someone who has lived and worked in Montgomery County for my entire life (and learned to drive on these highways!), I feel there are many specific "chokepoints" that, if resolved, would go a long way to reducing much of the congestion on I-270 specifically. I would suggest that the state re-evaluate the use of the collector-distributor lanes and the traffic patterns around certain exits (Exit 8 NB at Shady Grove in particular is a huge chokepoint). On a personal level, I live in a neighborhood that would be gravely impacted if the state decided to physically expand the highway. I grew up in this neighborhood, I work in this neighborhood, and bought my first house in this neighborhood just a few months ago. I would love to stay in this neighborhood. I understand that change needs to happen, but I do not believe this problem can be solved the same way we solved congestion problems in the past. The world has changed, and Maryland should be at the forefront of creative solutions to meet these complex problems.
8/15/2018	I am writing to protest the widening of I-270 in our neighborhoods. For example, the area of Azalea Drive which has a wall between some of the homes and I-270 is in question…we DO NOT want these to be taken down or people to lose their homes. Nor do we want traffic closer to the homes on the other side of the street. This affects everyone in the area and could certainly decrease the property value of all homes in the area! Working at the Senior Center I am already getting people coming in who have voiced concern that any widening of 270 in this area will encroach on the Sr. Ctr and property around it…or that more exits would come into this neighborhood making traffic impossible. Our center is a major recreation facility for our seniors in Rockville and is an important asset for our community! And homes/people here are important to keep a vibrant community in Rockville. In addition, we are very concerned about losing any green spaces and the problems with Storm Water Management! Certainly there seem to be alternatives to be considered such as reversible lanes, etc. I strongly ask you to consider alternatives to the widening proposals.
8/15/2018	To whom it may concern, My young family and I oppose the plan to widen 495/270. We live behind a stretch of 495 and would be devastated if this plan went through. Adding lanes would allievate congestion but only for the moment. More cars will come. MD needs to see further ahead. This is not a long term solution. Adding lanes will increase pollution and noise, making the air dangerous to breathe and unhealthy not to mention unsightly. There are already too many deadly accidents with 8 lanes, imagine it with 10? Adding lanes will tear apart long standing Washington suburbs which are the heart, soul and charm of this town. Most of the houses in the proposed path are old and full of history. Our house was built in 1951 and my family has owned it since 1952, raising 3 generations. Imposing fees on these lanes would backfire. Va traffic has not improved at all and only ignites commuters anger to be charged $50 for what should be hassle free driving. I know I would rather wait than pay the government to use streets I already pay taxes for! Use your alternative solutions... reversible lanes. Invest in metro and expand the rail system. Rapid bus lanes. That's what major cities all over the world do— join this century.
8/15/2018	To Whom it May Concern: I write to urge the State Highway Administration (SHA) to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our 50 year old community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment.
8/15/2018	Though the rush-hour traffic on the Rockville stretch of I270 is bad and something should be done to alleviate the problem, increasing the "footprint" of the highway by, for example, adding four additional lanes is unacceptable. Many properties, including mine, will suffer significant financial damage if the width of the road is increased. No doubt, there are better alternatives such as reversible lanes (six northbound lanes during the a.m. rush hour are excessive, for example) that could be installed.
8/15/2018	To Whom it May Concern: I write to urge the State Highway Administration (SHA) to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our 50 year old community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment.
8/15/2018	To Whom It May Concern It has come to my attention that the State has had meetings last month to consider physically widening I-270 through Rockville. I live on the 700 block of Beall Ave near Nelson Street and am very concerned about this idea. All that separates my home from the interstate is Nelson Street and a slim 'green barrier' of slender trees and mostly low, wild vegetation. I am understandably completely against this idea and would like this formally recorded. With the recent rains in mind and wide variety of weather that we receive here in MD I anticipate that the need for increased storm water management for example will incur even more construction to take place if more lanes are added to the current Interstate. This would require taking out current vegetation and trees which act as a significant sound buffer (when they are in leaf) for our home. The thought of the Interstate being virtually on our doorstep AND busier is unacceptable and would significantly affect the value of our home. I understand that when sitting around a table with computers and maps the expansion of lanes may seem like a good idea but you are probably not living so close to I-270. So, I ask you to consider other ways to solve the issue and creatively implement other ideas concerning the need to relieve congestion at certain areas and times per day. Perhaps something like Clara Barton Parkway in DC can be examined? They use reversible lanes at high traffic points of the day to allow freer movement of vehicles out of the city during rush hour. I totally oppose the widening or I270 and hope that alternatives, including light railway, can be considered.
8/15/2018	To Whom it May Concern: I write to urge the SHA to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment. Please reply and let me know what the State intends to do.
8/15/2018	Good evening, I am writing to you to request your active refusal of the I270 expansion project that will cause the demolition of homes along the I270 corridor. I was raised in Montgomery County, MD. My family moved here when my father worked in the White House for President Jimmy Carter. We built strong relationships and my parents were close to dear friends who contributed deeply to my development and growth. I am who I am because of my childhood in Montgomery County, MD. Maryland has always been a safe place for me so after a divorce 3 years ago, I moved my children (ages 3 and 6) to Rockville to create a safe haven for them. Our community along I270 has been that wonderful, welcoming, safe place for my children - a place of inclusion, acceptance, and friendship. We have become entrenched in our community, with plenty of friends who support us and who we support. I like to think of our community as a "Mayberry" - a place where everyone knows everyone and we all take care of each other. Now, Governor Hogan's plans to extend I270 threaten our community. In fact, my home and many of my neighbors homes are in jeopardy of being demolished for the sake of an expanded highway. We were lucky enough to find affordable housing in this community within which we have become critical contributing community members. I joined the PTA and the swim team executive board; my children engaged in school and extracurricular activities to enrich their lives: we engage in official and unofficial volunteer activities throughout our community and the City of Rockville. Yet now, I fear we will have to move and will have nowhere to go. There are no options in the community in which we currently live, the community I specifically chose to support my children through the challenges of divorce. My neighbors and I will be forced out of a community we went out of our way to find and build, a community we advocate for and contribute to... The various businesses (like Carmen's which has been here forever and One Life Gym which has not even finished construction) also will need to find new locations that they can afford. Given the cost of living in our community, they will either go out of business or have to find locations far from their client bases. We need your support. We need you to stand up for us and tell Governor Hogan that expanding I270 is a bad idea. I cannot imagine the stress this will put my family through. Just as my children (now 6 and 9) are beginning to confront the challenges they already face, the challenges that brought us to this safe space, they will be uprooted and have to face the stress of rebuilding a life somewhere else. This short-term solution is not worth it. Just think about it - a bucket will fill up no how matter how big it is. The traffic will always be an issue no matter how big the highway is. Until the state and the counties come together to find a long-term solution (e.g., attracting federal offices and businesses closer to where employees can afford to live and shortening commutes; incentivizing telecommuting; or creating better rail and bus systems with rewards for using them), expanding the highway will only add to the problem while forcing people out of their homes and communities. Please help! We need you to do what you can to stand up for our communities and say no to this project.
8/15/2018	Hi, The I-495 & I-270 Public-Private Partnership (P3) Program is a ridiculous endeavor and should be reassessed. The plan laid forward appears to be incomplete in relation to the total assessment since it uses an assumption that more lanes will lead to better traffic flow. Having to drive the route frequently, it appears to me that the problem traveling south is due to the poor design of the 495 split and the speed limit. The problem traveling north is still due to the poor design of the 495 split and the shift from 4 lines to two after Gaithersburg. Out of the areas proposed to widen, none of them address the lay out of the 495 split which is a bottleneck. The solution that is proposed widens the bottle but not the neck causing more traffic. The proposed fix also is taking away people's homes, dropping the property value of the surrounding areas, and deterring future families and individuals who are looking for an area in close proximity DC and VA. Nowhere in the proposed plan do I see the effects of this and what it means for the area and economic affects. A more appropriate resolution would be to increase the speed limits for both 270 and 495 while extending the on ramps, to widen 270 from Gaithersburg to Frederick to maintain a more consistent speed disbursement, and to just widen the bottle neck areas e.i. the atrocious 495 split and the American legion Memorial Bridge. Another option would be to make the HOV lane a paid lane for a certain area and to address the prices based on the speed like with I66 in Virginia. Again, based on your assessment it doesn't appear that these things were taken into account.
8/15/2018	To Whom It May Concern: As a Montgomery County and State of Maryland taxpayer, I am deeply troubled by the I-270 widening plan. This is a waste of tax payer money and resources for the purposes of filling government coffers . What was the purpose of spending billions of dollars on the ICC if the government's objective was to alleviate I-270 traffic? Furthermore, many residents including children and the elderly that live near I-270 will be negatively impacted because they will be displaced and left homeless. The plans to widen I-270 are morally and ethically wrong . I strongly oppose this measure and hope our representatives allocate tax payer money on more important issues .
8/15/2018	We have been home owners on Azalea Drive in Rockville, MD for 25 years. We own one of the older townhomes that backs up to I270. The small forest that backs up to Azalea drive is home to alot of wild life and provides a natural screen with the trees that are currently there. Losing the trees which provides a natural barrier and hampering wild life to widen I-270 is not progress. This would be disastrous for all the residents living in the community. With technology today, I would think the plan to increase traffic flow would have improved from the last 50 years. Instead,the engineering team proposes the same plan time and again. Cut down the trees, leave no forest for mother nature's critters to live and degrade the quality of living for all of the residents. My proposal to you is to come up with a more creative solution to better traffic flow than the usual, cut down everything to expand. There is a better way to improve traffic flow and this proposal is not it.
8/15/2018	To Whom It May Concern, I am writing to raise my concerns and awareness to the growing number of folks that are against the beltway expansion. I for one am also against it. Analysis has shown that expanding beltways for a toll just simply does not work. The toll lanes in Virginia has reached it's peak and now bleeding money. Furthermore, the expansion will displace numerous families which is even a tougher "toll" on them. There are quite a few homes along the 495 path that will essentially be demolished if this were to happen. There is a stretch where 495 runs beside Rock Creek and that almost certainly is protected, so the only way to expand 4 additional lanes will be to displace these residents. It seems to me that this is more a business decision than to ultimately help the commuters that are most affected. There are better alternatives than attempting to expand an already large beltway an additional 4 lanes. The working class will not be able to afford toll prices during their commute and its usage will dwindle while congestion continues in the regular
8/15/2018	Sent to media@495-270-P3.com Dear state committee, I am unable to sell my home without disclosing the fact that the state has plans to widen I-270 and that will directly impact my home since I am beside I-270 highway wall (I-270 from I-495 to I-370, including the east and west I-270 spurs). I do not want to move if the impact of the I-270 project has to buy up my home in order to widen its footprint. I love the Woodley Gardens area because it's safe, historic, beautiful, ready access to the bus, senior center, woodley gardens rec areas, and in a great school district. However, the value of my home is already in jeopardy with the announcement of this project. My wife and I attended both the July 25 public meeting at Thomas W. Pyle Middle School and the August 6 Special Meeting at the Rockville Senior center. At both meetings, the state representatives were not able to address any footprint/impact questions. Please do not widen I-270 and destroy the gem of Rockville. God is good. Life is a challenge. Heaven looks better and better all of the time,

Date Received	Comment
8/15/2018	Additional project ideas to consider. 1. Without a doubt, something more needs to be done. 2. Get rid of all HOV lanes. This ensures an additional lane (at no cost) from the start of the HOV lanes on I-270 all the way to the beltway/SPUR (10-12 miles of free lanes). 3. Get rid of the Jersey barriers between the highway and local lanes. This frees up approximately 6-8 miles and adds another lane (you just need to remove and add new beams for the existing overpasses (money needed, but doable at a cheaper rate). 4. Adding additional Metro lines farther north on both sides of the Potomac is an absolute necessity. That's a no brainer. Maybe even add them all the way up to Frederick eventually. 5. I-270 from Frederick to Clarksburg definitely needs to be either 6 lanes or 8 lanes. 6. Please do not add paid toll roads. I already pay enough for tolls, In addition, I am one of many state/county employees who does NOT have transportation funding as part of my salary/contract. Many do, but many do not. 7. Consider reversible lanes similar to Virginia during rush hour traffic as well as during other events (holiday traffic coming/going, etc.) - just without the toll costs. 8. If we are going further, I-70 from Frederick all the way to Hancock, MD/PA state line needs to be at minimum of 6 lanes, not the current 4 lanes. I-68 is OK because there is not that much traffic, just I-70 needs an additional 2 lanes, or again one reversible lane at no cost with tolls, etc. Many people are willing to pay more for certain items in the DC Metro area (Maryland side of course), it just needs to be common sense. These items would include an extra 1/2 percent on sales tax, an extra 1-cent gas tax, etc. It's the little things that can quickly add up, especially with the amount of people in the DMV area and the amount of purchases that can quickly fund projects like this (especially ones that can alleviate adding toll roads, etc.)
8/16/2018	I am not against progress however please note my complete objection to the widening of I-270 through Rockville. We already have 12 lanes through our town. How many more do we need? I Reversible lanes would be a much more appropriate if something needs to change in Rockville however I am not sure it is. The problem seems to be that currently we have a huge funnel in Rockville and parts north until we get to north of Clarksburg and then a total of four lanes. That is what is causing a backup on 270 however it rarely seems to back up all the way south to Rockville.
8/16/2018	Good afternoon Mr. Folden, Can you please provide us with additional information regarding the field research and survey activities required to complete the Traffic Relief Plan. We received the letter attach and our central office would like to know the exact scope with details about the testing that will be conducted, like locations/areas and how will you bring any disturbances back to their original conditions. They will also need insurance certificates and special release forms for everyone who sets foot on the property and does any work for liability purposes. Should you have any questions please do not hesitate to email me back. Thank you,
8/16/2018	Regarding the possible physical widening of the I-270 footprint in Rockville, I want to express my opposition to and concerns related to this project. I believe that this project would result in more congestion and will not solve the long term problem. It would only encourage sprawl, noise and pollution. I have lived in the community of Regents Square for 18 years. My townhome is three doors away from the sound wall of I-270. I have enjoyed this community for its many amenities and would consider it a great personal loss if I were unable to stay. The negative impact on our community would be devastating if it included the taking of private property, parks and businesses. Our neighborhood consists of 252 townhomes which will be affected by this project. We have small businesses which are important gathering places such as the ice cream shop, the pizza shop, the corner market and others; we also have parks, ball fields, tennis courts, swimming. To say nothing of the importance of the Rockville Senior Center which serves the growing senior population in Rockville. If there is to be a change on I-270 the reversible lanes alternative in the Rockville area seems to be one possible answer. Another alternative is to focus on expanding the MARC transit line which would not negatively impact communities and neighborhoods and would be more sustainable. These alternatives would be less costly and more palatable to the community. Your consideration is appreciated.
8/16/2018	. Please do not widen 270 through Rockville. Reversible lanes are okay. We are not against progress of our city or better traffic flow, but we can have those things without the expense of our neighborhood with other alternative solutions. We have been living in this neighborhood for 7 years, and we would like to continue living here. We could have lived in a big house with a fountain, but we choose THIS neighborhood because of the great schools and great suburban vibe. If we go through with this plan, it will disrupt our quaint neighborhood and bring traffic fumes and pollution that could cause cancers and more susceptible illnesses. No one would want to live here, and we would lose our house value by a significant amount. Rockville has a great reputation, but with these changes, it will change our reputation to a loud and noisy area. Also, if we increase the lanes it will lead to overpopulation and even more traffic. Do you want to be known as someone who took away more then 200 homes bordering 270 and harming many neighborhoods? I hope not. There are alternative solutions. Thank you.
8/16/2018	Dear MD> dept. of transportation: As a forty year resident of Rockville and a senior who uses the Rockville Senior Center regularly, I urge you not to physically widen I-270 in Rockville. I believe it will ruin the community I live in, College Gardens, a community built in the 1960's. I do agree that I 270 could make use of reverse lanes as a way to control traffic.
8/16/2018	Maryland Department of Transportation, On behalf of our household, [redacted] ask that you do not widen 270 in Rockville. If the state were to go through with this it would impact us, our neighbors and our community in an adverse way. Please consider adding an on ramp to 270 at Gude Drive to alleviate traffic through local communities.
8/16/2018	I am writing to register our my opposition to any proposal to widen 270 to ease traffic congestion in Maryland. Some mix of HOV lanes, congestion pricing, mass transit, contra lanes, returning local access lanes to through traffic, and more car and van pooling will have more impact than additional lanes. Consideration should also be given to encouraging government and business to expand work at home and flex place programs, and to limiting the growth of businesses like Uber and Lyft, which encourage people to abandon mass transit and put more single occupancy vehicles on the road. We have seen over and over again that building new roads to address congestion is not the answer. I-270 is currently 12 lanes through Rockville, last widened in the 1980s. Predictably, this widening led to growth of residences and businesses along the I-270 corridor as far north as Germantown and increased traffic counts along the road. By 1999, congestion on the road grew to then-projected 2010 levels. Currently, maneuvering toward an exit during rush hour from 270's HOV lane takes guts, skill, patience, and some amount of luck...sixteen lanes is inconceivable. History will only repeat itself by further widening 270, encouraging even more congestion. Meanwhile, the investments of hundreds of property owners and the ambience of long established neighborhoods will be greatly diminished. As further examples, the ICC was promised to relieve congestion in Montgomery County, yet it is lightly traveled, even during rush hour. And one only has to drive over the Cabin John Bridge into Virginia to see what a harrowing experience the Virginia Beltway has become with the addition of lanes and overpasses. Rush hour traffic in that direction is still a nightmare to be avoided at all costs. Additionally, the process by which the state takes private property, eminent domain, is eminently unfair, resulting in below market offers and lower property values for homeowners remaining. We have lived in the Rockville Estates neighborhood for 35 years and raised our children here. We have retired and want to stay put. Despite being surrounded by I-270, Rt. 28, Gude Drive and Rt. 355, it is an ideal neighborhood for families and people of all ages: quiet, peaceful, beautiful, secure, with outdoor amenities (parks, playgrounds, bike paths, tennis courts, ball fields, walking paths) and dead-end streets intended to preserve those qualities of the neighborhood. Nevertheless, "progress" has encroached over the years. Traffic and its attendant noise on the 4 main thoroughfares, as well as through the neighborhood, have increased dramatically; the shade canopies and noise barrier provided by hundreds of mature trees have been decimated by careless trimming to satisfy PEPCO; we've endured years of noise, construction, and tree loss related to watershed control; we've had to fight off plans to park hundreds of school buses in the neighborhood; and families with children attending the neighborhood elementary school have been disrupted in order to address the growing number of children in county schools overall. We have adapted and tried to accept the bad with the good; however, I see little good in a plan that will remove homes and neighbors, a neighborhood shopping center, the Rockville Senior Center, ball fields, green space and bike lanes and bring a 16 lane highway to the back doors of the remaining residents for minimal and/or temporary traffic relief.
8/16/2018	Dear Maryland My Maryland: Please - no physical widening of I-270 through Rockville!! Alternatives such as reversible lanes are much more intelligent!
8/16/2018	Dear Ms Choplin, I find myself in complete agreement with the May 14, 2018 letter from Rockville to you concerning the proposed widening. Even in MDOT writings I saw the acknowledgment that widening just encourages more traffic and the Congestion Pricing policy is in hopes of changing drivers choices through punitive costs. If that is truly believed, then let some congestion be the punitive consequence that changes building planners and and the choices of drivers. I don't believe all of us are free to change our transportation choices, but push will come to shove and then people will find out what they are willing to do. While I have your ear, please note I do not appreciate the congestion pricing policy. I realize the future needs a plan. I hope it will not mean the widening of 270, certainly not the taking of private lands. Affordable public transit would be helpful, as would affordable parking anywhere. I mention the two together because I have driven a car full downtown and paid for parking there as a cheaper alternative to the cost of several tickets on metro. But the cost of parking to use the metro is also a deterrent to metro use.
8/16/2018	I live Rockville in the Saddlebrook neighborhood. We need to stop physical widening of 1-270 because my mom just wants us to go to Wootton High school and that was the main reason we moved here. The wall would take away people's houses, create more of a backroad of our quiet neighborhood. Our neighborhood is going to be in so much trouble that you will be hurting people, not helping anyone. Is this what the state government does because sadly it feels like your trying to make a neighborhood a disaster and ruin our peace and quiet and our community? My mom has MS and she is so stressed about this happening. Is this what you want to cause people with disability to go into panic mode? Local realtors would lose their job, and we would lose all our savings with our house value plummeting because no one would want to live near a noisy, huge highway. We don't want to live in construction mode, and we would be thinking about moving. We would be living on the highway! The alternative would be reversible lanes and no widening of the I-270! Thank you for your consideration.
8/16/2018	CC: mayorcouncil@rockvillemd.gov I am opposed to widening !-270 through Rockville, but would be ok with using reversible lanes. We moved here in 1967 and the drive then was pleasant. As developers chopped up farmland into housing the traffic increased and the state widened the road. The process will repeat if it is further widened and the developers will put the huge funds to widen the road into their pockets because the state does not charge impact fees to cover all the road and schools, etc needed because of new housing. If the process were changed; if the impact fees would cover real costs, the building would shift to fill-in and greater density downtown precluding the need for roads and long commutes. Tolls sort of cheat the taxpayer who already funded the road with past taxes.
8/16/2018	To Whom it May Concern: I am writing to implore the MD SHA NOT to widen 270. As a 33 yr resident of the Rockshire Development in Rockville, a thriving and close community just west of 270, any widening of 270 would have a devastating impact on our community and in Rockville at large (as other city communities would be similarly affected). Some of Rockshire's most affordable homes (townhouses bordering 270) must be kept in our community which would otherwise be unaffordable to diverse members of our community. If those homes are removed to make way for a wider 270, our community would lose contributing members of our community and they would lose access to the quality of life and great education this community offers its residents. And Rockville, long considered one of the best places to live in the US, might start to lose such designation. But I am mainly opposed to the widening of 270 for 2 other reasons: 1) CONGESTION. Studies have shown that if you build it, they will come. There may be a short-term reduction in traffic congestion, but that will quickly be erased and traffic will be worse than ever. Please consider other means of easing traffic first. 2) ENVIRONMENTAL. Do we want to encourage more cars on the roads, more burning of fossil fuels, and more paving over of green space and parks? We must start thinking of better public transportation to avoid further air pollution, and worse, the global heating that threatens our very species! How about more (reduced fare or free) busses (even within developments, such as King Farm does) to get residents to the metro? How about light rail that could run between the north and south lanes of 270 from down county to Frederick and beyond? I hope my tax money can be used for common-sense and innovative solutions to our transportation problems. Widening 270 isn't the right solution in my opinion. Thank you.
8/16/2018	I am vehemently opposed to physical widening of Interstate 270. The negative impact on the neighborhoods and green spaces of the City of Rockville would be devastating. There are alternatives such as reversible lanes and rapid bus service. Thank you for your time.
8/16/2018	To Whom It May Concern, In 1983 our loving parents gave us the gift of a lifetime by moving us from the Philippines to Maryland. Over the past 30+ years we have created lifetime friendships with neighbors and proudly watched Montgomery County grow and flourish. The news of the I-270 Expansion project certainly hits home in a very direct and sad way. Our home is located by exit 5 of I-270 so the 270 Expansion will be effecting our family significantly. The expansion would result in demolition of our home. A home that has served as a base for multiple generations and would otherwise have continued to do so. As for my own story, I lost my husband in March 2015 to an extremely sudden illness. In less than a week, I became a single mother. Lovingly, my own mother took us in and we have lived with her at [redacted] for the past 3 years. My son and I have re-built our lives, creating an extended "family" of sorts with our Fallsmead neighbors and the surrounding areas. My son currently goes to Rockville Nursery School and Kindergarten off West Montgomery Avenue. We have been planning for him to attend Fallsmead Elementary School in the Fall of 2019. And after, that the other fantastic, neighborhood public schools (Robert Frost, Wootton). If our home is demolished, and we are displaced, we may not be able to afford a similar home in the area and my son will not be able to attend these schools. This will affect his future in many ways. The negative impact of the I-270 expansion extends beyond my family. Rumors of the expansion alone are decreasing property values minute by minute, making it even more difficult to find a suitable alternative location to live. The expansion would decrease green space and increase the neighborhood air and noise pollution. Numerous studies show that road expansion does not relieve congestion but invites more drivers and followed by a quick return to previous levels congestion. Many documents can be cited but I'll refer this document published by the CA department of transportation (http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf). Why not put 9 billion dollars into making public transportation more affordable or more efficient? Or perhaps investigate how Maryland can be the pioneer of tunneling technology. I appreciate your desire to improve traffic congestion. There must be other novel solutions. Do not let your legacy be the displacement and financial ruin of Maryland citizens over an expensive project that will only prove to be futile. We are real people. Please take our future into consideration. Sincerely,
8/16/2018	To Whom It May Concern: No additional widening of I-270 through Rockville should be necessary if the following reasonable alternatives are executed. (1) reversible lanes during rush hours, and/or (2) removal of the local lanes medium (and light posts in I-270, which most of them do NOT work, and hence, do NOT serve any purpose). Please consider the aforementioned alternatives for the I-495 & I-270 P3 Program. Thank you.
8/16/2018	We strongly oppose any physical widening of I-270 through Rockville. The current traffic noises from I-270 already make our lives very challenge. Any additional widening of I-270 through Rockville will make our lives at our community Rose Hill Falls impossible – we likely will have to move. And most of scientific studies have shown that widening highway usually makes congestion worse but not better.
8/16/2018	As usual I simply received a letter in mail advising me to contact SHA & tell them I am Opposed to widening... well surprise I am not opposed to widening... if anyone has seen I270 in mornin or afternoon they would know widening is in order! I fully support it!!

Date Received	Comment
8/16/2018	Hello We are opposed to widening I-270 as this will have a deeply negative impact on our neighborhood (West End and Woodley Gardens) that will not be outweighed by any marginal improvements in traffic flow. We have many residential communities, parks and small businesses along 270 and Nelson St. There are other solutions such as reversible lanes or mass transit. Adding more lanes will only create more traffic, noise and pollution. Please do not add any more lanes to 270.
8/16/2018	To whom it may concern: I am against the widening of HI 270 and would like the state to consider alternatives such as reversible lanes. I am a resident of Rockville for over 30 years. I appreciate your consideration.
8/16/2018	I am writing to let you know that I do not believe that the footprint needs to be changed in order to improve traffic on 270. I support reversible lanes, removal of local lanes to allow additional lanes.
8/16/2018	can be extended past Germantown.
8/16/2018	Congestion is a problem, but it is not worth our homes. Do not expand I-270!!!!!!
8/16/2018	I have been retired since 1997. Before then I was a senior attorney in the Environment & Natural Resources Division of the U.S. Department of Justice from 1967-1997. During that time I represented, among other entities, the Federal Highway Administration and, as such, I am acquainted with the issues involved in highway construction. From my experience and studies I have read, I have concluded that widening of highways is not a permanent solution to highway congestion. At best, widening of highways is only a temporary solution; after that congestion once again appears because a widened highway will attract, temporarily, additional vehicle traffic – think of the adage "if you build it they will come." The best solution to highway congestion is to build effective mass transportation. The widening proposal does not even address other problems such as the disruption of neighborhoods, the creation of more pollution, and the huge expense and traffic disruption that such projects entail. For these reasons, I strenuously oppose the widening of I-270. I live about a mile from I-270. Under any scenario that involves widening of the highway none of my property would be taken for the project. My opposition to the projects rests wholly on the adverse public impacts from the proposal, not from any personal effect it would have on me.
8/16/2018	I was a senior attorney in the Environment & Natural Resources Division of the U.S. Department of Justice from 1967-1997. During that time I represented, among other entities, the Federal Highway Administration and, as such, I am acquainted with the issues involved in highway construction. From my experience and studies I have read, I have concluded that widening of highways is not a permanent solution to highway congestion. At best, widening of highways is only a temporary solution; after that congestion once again appears because a widened highway will attract, temporarily, additional vehicle traffic – think of the adage "if you build it they will come." The best solution to highway congestion is to build effective mass transportation. The widening proposal does not even address other problems such as the disruption of neighborhoods, the creation of more pollution, and the huge expense and traffic disruption that such projects entail. For these reasons, I strenuously oppose the widening of I-270. I live about a mile from I-270. Under any scenario that involves widening of the highway none of my property would be taken for the project. My opposition to the projects rests wholly on the adverse public impacts from the proposal, not from any personal effect it would have on me. Kindly put me on any mailing list of concerned citizens you compile on this matter.
8/17/2018	I am a Rockville homeowner in the Woodley Gardens area of Rockville that would be significantly impacted by the expansion of I-270. This community stands to lose everything in this proposal— millions of dollars in property values, wiping out all of people's assets and their net worth. Most Americans' wealth is tied up in their homes and their property. This would wipe out property values along the expansion route in Rockville, effectively wiping out thousands of people's entire life savings and net worth! I am severely opposed to this plan and think it is terrible, not only for traffic (the more lanes you build, the more traffic is just going to sit on those lanes), but also for the environment, and most importantly, for the human lives that will be devastated by the loss of all their savings through devastated property values! How else are people supposed to live? Please do not expand 270 in Rockville. It is pointless and devastating to the surrounding communities! thank you for listening,
8/17/2018	Hello, NO physical widening of I 270. This is politically motivated by our Governor whose property will directly benefit from the widening of I 270 Alternatives such as reversible lanes are OKAY Please Do Not Widen !! This will not work studies show it does not work..... look at LA ie. I405..... It is a terrible idea
8/17/2018	Please do NOT widen I-270 Get with the times, and Install a RAPID TRANSIT SYSTEM down the middle. We MUST move to modern transportation and away from individual petrol cars.
8/17/2018	8/17/18 Please do not impact our college gardens neighborhood with a new 270 ramp! I am opposed!!
8/17/2018	Hello, I am writing to submit my comments on the I-270 expansion plan. As a concerned area resident (and someone who grew up in Rockville and has spent almost my whole life here), I want to very strongly urge you to NOT add any additional lanes to I-270! In this day and age, with climate change rapidly escalating and mass transit the way of the future, there is no way we should be expanding highways. If you build more lanes, more traffic will come - individuals in their personal cars, polluting the environment and backing up traffic again no matter how many lanes you try to build. It's a never-ending cycle: if you build more lanes, that attracts more developers to pack more people densely into this area, which then exacerbates traffic even more. That is not what we need or want. And then we get to the impact on Rockville's homes, families, and neighborhoods -- such as Woodley Gardens, where I grew up. Widening 270 would be devastating to the quality of live in our neighborhood, and so many others nearby. Not only would some families lose their homes and properties, but we would all have to deal with the additional noise, additional traffic (all those people who would use the new lanes have to get to and from the highway on side roads, such as the ones through our neighborhoods), and additional pollution. Rockville's residents are clearly opposed to widening 270, and our elected leaders - the mayor and city council - have already spoken out strongly against the plan too. Now it's your turn: stop any plans to widen the highway for gas-guzzling cars, and instead invest in public transit and more efficient uses of the existing highway lanes. We are counting on you.
8/17/2018	I appreciate the opportunity to comment on the possible widening of I270. For my neighborhood, family, and friends I'm afraid that if this proposal were to move forward, it would have a devastating impact. We chose Woodley Gardens in Rockville to raise our children because of the beautiful mature trees, the good schools, affordable houses, activities, businesses and parks we can walk to and the wonderful welcoming community here. Of huge concern, is the impact on the health of our neighborhood children. We are also home to two elementary schools. Numerous studies have shown that encroachment of high volume traffic arteries can contribute to increased chance/severity of asthma in children living in close proximity as well as an increase in diagnosis of autism. Uprooting families, removing our green spaces, creating noise and environmental pollution, creating public health issues, potentially closing businesses and encroaching on our peaceful space would forever change our neighborhood and it would never recover. Families who may lose their homes to eminent domain, may not be able to afford housing in the same school bounds or even district causing undo hardship and stress. I cannot and will not support this proposal and our neighborhood and city will stand united to fight this. I encourage an alternative to be found as we cannot rely on highway transportation alone to fix congestion issues. Let's be innovative leaders in looking to ways we can preserve the richness of our suburbs while seeking creative long term solutions to transit issues. This is not the way.
8/17/2018	Dear Sir/Madame, I am writing to express my very opposition to any possible widening of I-270 in the City of Rockville. As a long-time Rockville resident (I live at 1089 Larkspur Terrace), I am strongly against any plan that would result in eminent domain of private property adjacent to the highway. I-270 is already 12 lanes across in Rockville! There is no reason to believe that the very expensive and disruptive adding to the existing highway's footprint would alleviate traffic. In fact, as numerous studies have shown, adding more lanes to a highway simply leads to a greater number of vehicles using the highway, contributing to continued congestion, noise and air pollution. There are far better uses of any funding that is being considered for a possible widening of I-270 that would actually help the state in its goal of improving transportation. I urge you to take the concerns of the citizens of Rockville into consideration and remove all alternatives involving the widening of the footprint of I-270 from the Managed Lanes Study.
8/17/2018	As a Rockville resident who travels for work at many different times of the day I want to state that the one of the greatest impediments to travel along the I-270 corridor in the morning is caused by volume of traffic trying to get across the bridge into Virginia. Through Rockville is not as much a problem morning or evening beyond two bottle necks: Getting to Rockville, and getting to Virginia. • I oppose widening I-270 through Rockville and taking neighborhood land to do so. • I would not oppose reversible lanes. • I do oppose fee based lanes which are unfair to the general population. • Consider building another bridge to VA north of the existing bridge perhaps at White's Ferry. • Use reversible lanes where ever possible to reduce high volume traffic flow. • Widen I-270 above Gaithersburg and into and around Frederick.
8/17/2018	Hello, I hope you are all well. I'd like to share with you my views about the possible widening of I-270 & I-495 in Maryland. We are aware that studies have documented the phenomenon known as induced demand in transportation: if we build more highway lanes, more drivers will come. On the other hand, the idea that public transportation relieves road congestion is logical, but the evidence for it has been mixed, suggesting that transit may not relieve traffic because latent demand for road space is so great. New research, however, by Berkeley researcher Michael Anderson, suggests that the net benefits of transit systems appear to be much larger than previously believed. Anderson suggests that previous research has focused too much on general metro traffic and not enough on the specific roads that transit is most likely to influence. Given that I-495 & I-270 congestion occurs at commuting time, I believe that widening I-270 & I-495 is not likely to relieve congestion. I believe we need innovations, improvements, and investments in mass transit. We also need highway tolls that have variable prices based on time of day or level of congestion.
8/17/2018	I am a resident of a beautiful neighborhood in the west end of Rockville that is threatened by the proposed widening of 270. I oppose the planned physical widening of 270. Alternative plans such as reversible lanes would save our neighborhood, which is a vibrant community for small business, families and senior citizens. Please do not physically widen 270 through Rockville
8/17/2018	I am strongly opposed to the physical widening of I-270 through Rockville. It would entail very negative impact on neighborhoods and housing. Surely there are better alternatives to widening.
8/17/2018	Hello, I am a resident of Rockville Maryland. I chose this neighborhood because of the natural beauty, the close-knit, and the diversity. I understand that traffic going into DC can be an issue, but strongly oppose the widening of 270. I and all of my neighbors will be negatively impacted by this decision. There are many young children (my own included) whose health will be impacted by the increased air pollution, including the local daycare. My neighbors will lose their homes via eminent domain, including families that have lived in the area for generations. Please consider alternatives, such as reversible lanes based on the flow of traffic. Please do not widen 270. Thank you for your time.
8/17/2018	Dear Govenor Hogan, I am a resident of Rockville, Maryland and have resided in the Regents Square townhouse neighborhood for 13 years. I have lived in Mongtomery County for my entire life, 63 years. I have seen the growth in Montgomery County and the lack of adaption to roads and transit for the those who travel through it and agree that improvements need to be made. The purpose of my letter is to express my thoughts on the expansion of the 495 and 270 interstates to improve traffic in the Maryland suburban area. Obviously, my concern is for the impact that the expansion would have on existing homes and businesses along I-270 and 495 but also the future of traffic congestion. Considering the excessive residental and business building I have seen in Mongtomery County, I am angered that little has been done to accomodate the residents in these communities. For example, Clarksburg, Pike and Rose, Downtown Crown, The Rio, Crabbs Branch Metro 1, and in Frederick County, Brunswick, Urbana and many, many more. These developments have a added tremendous strain to the 270 and 495 access. There was no forthought of planning to widen Rt. 121 (Clarksburg Road) or Rt. 355, which are state roads where new communities have added thousands of vehicles a day to the already heavy flow of traffic. More lanes will only accomodate more vehicles and the community building will continue. It can not be argued that the majority of traffic comes from upper Montgomery County and lower Frederick County. In the past several years, I have had numerous discussions with residents in Montgomery and Frederick Counties regarding soulutions for traffic congestion on Rt 270. The answer I keep hearing is to expand the Metro Red Line to Frederick. The residents are asking for the extension of the Red line. Increasing lanes will only lead to increased traffic and the same problem will repeat itself within 10 years. Expanding 270 by four lanes will displace hundreds of residents. In Regents Square, where there is a Senior Center, the removal of homes would displace numerous elderly residents. With the skyrocketing cost of homes in Montgomery County, these residents will have to take residency further from the convienience of their families and doctors. I urge you to consider other measures such as adapting existing lanes or mass transit as a solution.
8/17/2018	I am very concerned with the traffic on 270 but even more concerned with the potential widening. I live close to ext 6A and avoid 270 during rush hour, however expanding the footprint of the highway will not solve the congestion problems. The problems are due to the several entrances and exits between the 'local lanes' and the main highway and even more due to the choke point at 370 and south where it meets the beltway. Widening between these point may exacerbate the problem instead of solving it. Expanding North of 370 or around the 495 points would help and removing the barriers between the local lanes would help, as would creating other alternatives such as managed direction lanes. Expensive toll lanes would also be a detriment by adding additional lanes that only a select few would be willing to use, reducing available lanes for everyone else. Much can be done within the existing footprint of 270 (at least between Montrose Rd and 370). Addressing the numerous choke points and considering ways to utilize the existing 6 lanes (at least one could be added in each direction without expanding the footprint or reversible lanes) would be better for the environment, local community, and the eventual successful reduction in congestion. Larger highways are not always the answer, look at California as an obvious example or the several studies done by other states stating the same. Thank you for listening and I hope you consider all possibilities and not just those that are easier or only good for special interests.

Date Received	Comment
8/17/2018	Hello, Please see the letter attached, which I also plan to send by mail. --- Dear Sir or Madam: I am writing to provide comment on plans to possibly widen I-270. I am a resident and homeowner in the Woodley Gardens neighborhood of Rockville. Specifically, I live on Hawthorn Court, which directly abuts I-270. The retaining wall for I-270 is in my backyard. I recently learned of the plans to widen I-270, which could directly impact my family, my home and my neighborhood in an extremely detrimental way. I purchased the home in early 2014 with the intention of staying in it for at least 20 years. My family includes my partner, our two daughters – ages 5 and 15 months – and my retired mother. This house was perfect for us for multiple reasons – the proximity of the Rockville Senior Center for my mother, the school district for my daughters, the family- riendliness and walkability of the neighborhood, along with its many sidewalks. I have grown to love this neighborhood and had hoped to stay here for many, many years. We were lucky to be able to purchase the home, as home prices are extremely high in the area, especially in good school districts. We were only able to afford it because it was right next to I-270. If we were to move, it would be difficult for us find something comparable within our budget. Obviously, on a personal level, these plans would be directly harmful to my family and me. However, even if the plan did not affect us personally, I would still be against the widening of I-270 as a solution to congestion. I urge you to consider alternatives to widening the freeway, such as investing in mass transit, coming up with solutions using existing lanes (e.g. reversible lanes), etc., rather than taking the drastic step of uprooting families and disrupting communities. Thank you for this opportunity to comment. I intend to stay engaged on this issue and plan on organizing my neighborhoods so that our voices can be heard.
8/17/2018	Please do not widen I270 through Rockville. It would be very unfair and dangerous to over 200 homes that border 270. If you need to widen during certain times of the busy rush hour, just have reversible lanes. Thank you.
8/17/2018	To whom it may concern, I am writing to state my opposition to the physical widening of Interstate 270 through Rockville, MD. Traffic solutions are a priority for Rockville citizens but not at the sacrifice of our community. I am requesting that the state pursue alternative options for managing high volume of traffic such as reversible lanes or toll lanes. Implementation of these options will preserve the neighborhood community of Rockville while addressing traffic remediation needs. Thank you for your consideration.
8/17/2018	To whom it may concern, I am a resident of Woodley Gardens and my home would be affected by the proposal to widen 270. I have spent the last 18 years in the House, becoming part of the local community and raising my grandkids here. I am retired and losing my home to eminent domain would leave me with no other housing options. I love my community and the quality of life it affords. Please choose another option such as reversible lanes. Physical widening of I-270 is not acceptable; it harms too many lives of the residents nearby.
8/17/2018	To whom it may concern, I am writing to protest the proposed widening of I-270 through Rockville, MD. There are better alternative to widening I-270 such as reversable lane during peak traffic hours, building light rail between Bethesda and Federick.
8/17/2018	I oppose the physical widening of I-270 through Rockville. I-270 is already 12 lanes wide, there are other options to improve traffic flow that do not include widening the road. I have been a homeowner in the West End neighborhood of Rockville for 15 years. The areas that would be affected by widening I-270 include homes, local family owned businesses, parks, community centers and natural areas. Watts Branch is an important part of our ecosystem and the parkland that it connects is a huge draw for living in this community. My family and I routinely see wildlife there such as herons, hawks, deer, crayfish, foxes and snakes. My understanding is that the state takes environmental concerns into consideration when deciding which option to choose. I believe widening I-270 would have a negative impact on Rockville and the Potomac Watershed that Watts Branch feeds into. Widening I-270 will not alleviate the problem if the development and urban sprawl in northern Montgomery County and southern Frederick County continues at its current rate. I would support options such as reversible lanes as long as the footprint of I-270 remains the same through Rockville.
8/17/2018	TO WHOM IT MAY CONCERN: Regarding the possible physical widening of the I-270 footprint in Rockville, I want to express my opposition to and concerns related to this project. I believe that this project would result in more congestion and will not solve the long term problem. It would only encourage sprawl, noise and pollution. I have lived in the community of Regents Square for 18 years. My townhome is three doors away from the sound wall of I-270. I have enjoyed this community for its many amenities and would consider it a great personal loss if I were unable to stay. The negative impact on our community would be devastating if it included the taking of private property, parks and businesses. Our neighborhood consists of 252 townhomes which will be affected by this project. We have small businesses which are important gathering places such as the ice cream shop, the pizza shop, the corner market and others; we also have parks, ball fields, tennis courts, swimming. To say nothing of the importance of the Rockville Senior Center which serves the growing senior population in Rockville. If there is to be a change on I-270 the reversible lanes alternative in the Rockville area seems to be one possible answer. Another alternative is to focus on expanding the MARC transit line which would not negatively impact communities and neighborhoods and would be more sustainable. These alternatives would be less costly and more palatable to the community. Your consideration is appreciated.
8/17/2018	Please reconsider your proposal to widen 270. I live in the Woodley Gardens area and this will impact so many families and displace some families and it will drive down the sale prices of our homes. Why isn't there a way to cross over the Potomac River? There were talks of this years back but nothing was ever proposed, this would greatly reduce the traffic on 270 and be a better solution. The Rockville city council is not in favor and I hope they can help stop this from happening I hope you really think this through and realize how many lives will be disrupted by widening 270.
8/17/2018	The solution to ease the traffic on 270 at rush hour is to reverse the traffic on at least two lanes and allow a more normal flow of the cars and vans. Restrictions on large trucks can also be imposed at certain hours. Such solution is already in place on Canal Road and on many access roads to the district of Columbia (connecticut avenue. Rock Creek parkway, to name a few) Enlarging the 270 corridor at huge costs would only bring more trraffic and recreate the problem on a larger scale. This area is a good neighborhood offering normal peaceful space for middle class homes and recretional areas for families at still affordable costs in a healthy environment. This is an area of rar Middle Class affordable housing that MUST be protected. Why on earth would it be sacrificed to more traffic and more pollution.? This neighborhood must be protected .
8/17/2018	To whom it may concern, I am writing to state my opposition to the physical widening of Interstate 270 through Rockville, MD. Traffic solutions are a priority for Rockville citizens but not at the sacrifice of our community. I am requesting that the state pursue alternative options for managing high volume of traffic such as reversible lanes or toll lanes. Implementation of these options will preserve the neighborhood community of Rockville while addressing traffic remediation needs. Thank you for your consideration. Please feel free to contact me at [redacted].
8/17/2018	Hello, I am very concerned with the traffic on 270 but even more concerned with the potential widening. I live close to exit 6A and avoid 270 during rush hour, however expanding the footprint of the highway will not solve the congestion problems. The problems are due to the several entrances and exits between the 'local lanes' and the main highway and even more due to the choke point at 370 and south where it meets the beltway. Widening between these point may exacerbate the problem instead of solving it. Expanding North of 370 or around the 495 points would help and removing the barriers between the local lanes would help, as would creating other alternatives such as managed direction lanes. Expensive toll lanes would also be a detriment by adding additional lanes that only a select few would be willing to use, reducing available lanes for everyone else. Much can be done within the existing footprint of 270 (at least between Montrose Rd and 370). Addressing the numerous choke points and considering ways to utilize the existing 6 lanes (at least one could be added in each direction without expanding the footprint or reversible lanes) would be better for the environment, local community, and the eventual successful reduction in congestion. Larger highways are not always the answer, look at California as an obvious example or the several studies done by other states stating the same.
8/17/2018	To whom it may concern; The potential widening of 270Northbound between 28 and Shady Grove would have a horrible impact in our neighborhood. There is already a retaining wall on Hawthorn Court houses/yards that back to 270 (and what little yard remains). I agree that 270 does need some work...but if it is to be widened....why not target the areas on 270 that go into a double lane. This is an area to address, and actually, if that widened...it would relieve som of the traffic further up or down the corrider. Thanks
8/18/2018	To whom it may concern We oppose the proposed plan to physically widen I-270 through Rockville. This poses a major direct affect to the Rose Hills Falls homes and community. A wider I-270 would require new ramps, wider bridges, and more storm water management. The impact would be broader than homeowners displacement by eminent domain, tremendous noise and air pollution and property values would decrease in the neighborhoods. In addition, we would lose buffers such as green space, playgrounds and walking trails. I am not against progress or better traffic flow but, not at the expense of our neighborhoods. Progress can be achieved within the current I-270 footprint using reversible lanes and improved mass transit.
8/18/2018	To Whom It May Concern: I am writing to protest the widening of I-270 in our neighborhoods, especially in the Rockville area. For example, the area of Azalea Drive which has a wall between some of the homes and I-270 is in question…they DO NOT want these to be taken down or people to lose their homes. Nor do they want traffic closer to the homes on the other side of the street. This affects everyone in the area and could certainly decrease the property value of all homes in the area! The widening of I-270 would also greatly effect the Rockville Senior Center on Carnation Drive, by encroaching on the RSC as well as the property around it. It would also require more exits coming into the neighborhood making traffic impossible. The RSC is an important asset for the community serving as a major recreation facility for seniors in Rockville as well as members from many neighboring communities. In addition, the residents of this area, are very concerned about losing any green spaces and the problems with Storm Water Management! And, people/homes are important to keep a vibrant community in Rockville. I am writing in support of these citizens, many of whom are my relatives and close friends. I strongly ask you to consider alternatives, such as reversible lanes, instead of physically widening I-270. Thank you,
8/18/2018	The disruption will be great and traffic will be just as bad as before a few years after completion. A complete waste of money and effort. Thanks,
8/18/2018	To whom it may concern, I am a citizen in the City of Rockville and have been commuting on 270 and 495 for 15 years. I am supportive of finding creative new alternatives to improve traffic congestion, but CANNOT support widening 270 beyond its current property where it passes through the City of Rockville. I would encourage the State of MD to consider other alternatives, such as reversible traffic lanes within the existing width of the highway. Expanding the width of 270 would have an unacceptable impact on the parks, green space, and existing residential and commercial properties found along I-270.
8/18/2018	Dear Members of the State Highway Administration's 495-270-P3 Team, I am writing to you to express my concerns regarding the current proposals for the widening of I-270. I strongly oppose any proposal that would result in the physical widening of I-270 through Rockville for several reasons, as detailed below. I am a resident of Rockville and as a commuter to Bethesda as well as someone who takes frequent trips north on I-270 to visit family I am well aware of the traffic patterns on this stretch of road. At the present time through Rockville I-270 spans 12 lanes, with 4 travel lanes and 2 local lanes on each side. Physically widening of I-270 beyond its current dimensions through Rockville is, quite frankly in my opinion, an absurd notion. The choke points of congestion during morning and evening commutes are not because I-270 itself is too narrow in these regions. Driving to the south during the morning commute, the biggest choke point arises from where the I-270 local lanes end and turn into the I-270 spur southwards towards the Beltway into Virginia. Further physical widening of I-270 through Rockville will do nothing to ease this congestion point, and will likely make the back up worse by adding yet more lanes of traffic that narrow down to too few with poor transitions to I-495. Likewise, heading north on 270 during the evening commute the biggest chokepoints occur when commuters in the travel lanes of 270 try to merge into the local lanes to exit onto the ICC and commuters heading north on the local lanes at the same time are trying to get to the travel lanes because the local lanes end. Again, widening the stretch of I-270 through Rockville will not ease this congestion, and will also make the back up worse because of poor interchange design among I-270, the local lanes of I-270, and the ICC. Physically widening I-270 to create more lanes of traffic that will still narrow to the north and south of Rockville will not solve the congestion problems of the traffic chokepoints. Instead, to ease the region's traffic congestion and to improve flexibility, I propose that we seek alternatives that better utilize the physical space that I-270 already occupies. Such alternatives include: 1. Consider the implementation of reversible lanes, much like the District of Columbia does to help manage inbound and outbound traffic during rush hour. 2. Design better transitions between I-270 and the Beltway, and I-270 and the ICC that optimize traffic flow based on commuting patterns. 3. Consider redesigning (or abandoning) the whole local lane concept to implement some combination of the above to improve traffic flow and safety. There is a huge amount of wasted space through much of the current layout of the stretch of I-270 that passes through Rockville to the north. The physical widening of I-270 through Rockville, which is not necessary, would also cause irreparable damage to the homes, businesses, and watershed areas that are already well-established along this corridor. Please consider alternatives to easing traffic congestion that do not require physically widening I-270 in this already wide-enough region through Rockville. Thank you for your attention to my comments as a concerned Maryland resident, commuter, and voter. Sincerely yours,
8/18/2018	Hi, I don’t agree with this project with following reasons. 1. The traffic bottleneck of I-270 is not at the Rockville section. It’s not going solve the traffic problem with widening this section. To solve the traffic issue, it needs to build a new bridge across the Potomac River. 2. This project affects so many residences. I don’t feel confident with this project because the current I-270 has a bad design. 1. The Shady Grove enters to the south I-270 that has two entries from the local lanes to center lanes. Why Shady Grove enters to south I-270 center lanes need to have two entries? 2. The route 28 enters to the south I-270, which has no entry from the local lanes to center lanes until next entry (falls road). The route 28 has a lot of traffics to I-270. Why no entry to center lanes from route 28 enters to the south I-270? I am live at the Rockshire community. A lot of traffics from the route 28 turns to Hurley Avenue in the morning , and then go to Watts Branch Parkway, Fallsmead way, and Falls road to I-270. This traffic affect our community because the route 28 enter to I-270 had a bad design. I received a notice recently from the City of Rockville, which City is going to ban the non-local traffic go through the Watts Branch Parkway from 7:00 – 9:00 AM. This means that route 28 entries to I-270 will be more difficult.

Date Received	Comment
8/18/2018	This is Tammy Lee of 810 College Parkway in Rockville, MD. I have enjoyed living in Rockville for the last 17 years. However, I am very concerned about the possible widening of I-270. I originally bought my townhouse in this neighborhood in 2001 because it was beautiful and quiet. I liked how close it was to I-270 for the convenience. But I also like the distance between I-270 and my neighborhood. My neighborhood is charming, with a beautiful playground and park with nearby woods with walking trails, a baseball field, the local swim team where my daughter swims, and local businesses from the Woodley Gardens shopping center, including Hard Times Cafe, Carmen's Ice, and the new Corner Market. This is a shopping center where neighbors gather regularly and greatly contributes to our sense of community. Many of my friends also live in the Regents Square Woodly Gardens Coop. They could lose their homes and/or decrease property values. I also live close enough that the property value of my townhouse could go down significantly with the noise and disturbance of this highway so close.I am also very concerned about the environmental impact with pollution from the increased number of more cars that will travel on the highway. I hope you will consider alternative solutions to traffic concerns such as reversible lanes. When I heard the I-270 could possibly expand through my neighborhood and affect local businesses, property values, unwanted noise and safety issues where children now regularly walk, and the quality of our quiet and serene life, I was deeply concerned and disturbed. Please do not wide I-270 through Rockville. Please consider alternatives such as reversible lanes. Please do not disrupt our quiet, safe neighborhood with charming homes and businesses.
8/18/2018	Hello I'm a rockville resident for the past 20 years and I am really concerned about this new plan of widening 270. I live in one of the neighborhoods that will be affected by this pan and this new plan will greatly drop our housing prices and take away our current neighborhood feel. there are other options that the state can pursue and i don't understand why they are going with the most drastic AND more expensive plan. i appreciate trying to improve our city but not at such a costly expense, for the state AND for the residents. Because of this, my family and I, and many people in our neighborhood, are very strongly against this plan and I urge the city to reconsider this plan and take into consideration the other less costly plans that are available. Thank you
8/18/2018	To Whom It May Concern, Progress, Yes but not at the expense of my Regents Square Neighborhood. Better traffic flow can occur within the current I-270 footprint. I don't want physical widening of I-270 through Rockville! Create reversible lanes without physical widening. And better yet, consider public transportation options.
8/18/2018	I am in writing in opposition to any major widening of I-270. I advocate Contraflow on I-270 . I am also a proponent of extension of the MARC train through Frederick. The major widening of I-270 would severely impact homes, businesses and community life along the I-270 corridor. I urger you to reconfigure lanes to adjust to peak hours, including HOV lanes. Please do not add 4 lanes to I-270.Thank you.
8/18/2018	I am a long time resident of Regents Square Condominium in Rockville. Our property abuts I-270. We are all very concerned about the possibility of some of our homeowners losing their properties to eminent domain because of the possible widening of I-270. We have a very unique community-- it is close-knit and safe. In my opinion continuing to widen this road doesn't deal with the real problem, which is a lack of an overall transportation plan (and for that matter an overall building plan) for our entire region. You may choose to widen it now, and in a few years when traffic increases again, it will need to be re-widened. There is a section of 495 in Virginia that is absolutely frightening to drive through because of this same situation. It isn't safe and it doesn't actually solve our traffic problems. Please DO NOT widen this roadway. It is a mistake to destroy a long-established. close-knit, safe community due to such a short-sighted policy.
8/18/2018	To whom it may concern: I live in Woodley Gardens and would be directly impacted my several of the options to widen I-270. Please consider alternatives that do not add lanes through Rockville. I would especially be interested in expanding MARC service or addressing the bottlenecks further north along I-270.
8/18/2018	To whom it may concern, I am writing to state my opposition to the physical widening of Interstate 270 through Rockville, MD. Traffic solutions are a priority for Rockville citizens but not at the sacrifice of our community. I am requesting that the state pursue alternative options for managing high volume of traffic such as reversible lanes or toll lanes. Implementation of these options will preserve the neighborhood community of Rockville while addressing traffic remediation needs. Thank you for your consideration.
8/18/2018	As a residents of the Rockville Estates/Woodley Gardens Neighborhood in Rockville, We would like to go on record opposing any change to the current footprint of 270. As citizens of Rockville, we are not against progress or better traffic flow; however, we are open to creative solutions such as reversible lanes, carpools,commuter lanes, commuter busses. Rockville is known as an award winning family friendly neighborhood. Our green spaces and local traffic patterns are very precious to our neighborhoods. Do Not Destroy our Community.!
8/19/2018	To Whom it May Concern: As a Rockville resident of 15 years (West End neighborhood), I oppose the physical widening of I-270 through Rockville. I-270 is already 12 lanes wide, and I believe there are other options to improve traffic flow that do not include widening the road. The areas that would be affected by widening I-270 include homes, local family owned businesses, parks, community centers and natural areas. Watts Branch is an important part of our ecosystem and the parkland that it connects is a huge draw for living in this community. My family and I routinely see wildlife there such as herons, hawks, deer, crayfish, foxes and snakes. My understanding is that the state takes environmental concerns into consideration when deciding which option to choose. I believe widening I-270 would have a negative impact on Rockville and the Potomac Watershed that Watts Branch feeds into. Widening I-270 will not alleviate the problem if the development and urban sprawl in northern Montgomery County and southern Frederick County continues at its current rate. I would support options such as reversible lanes as long as the footprint of I-270 remains the same through Rockville. Thank you for your consideration.
8/19/2018	I strongly urge the Maryland Department of Transportation to scrap the idea of expanding the I-495/270 corridor. Concerns about traffic congestion must be addressed, but building more highway lanes and creating toll roads is not the answer. Increasing public transit options is the only responsible and environmentally sustainable way to go. Expanding these roads is counter to the state's Green House Gas Reduction Act, inconsistent with the climate crisis, and bad for Maryland, particularly those in Montgomery and Prince George's County. Expanding freeways increases rather than decreases traffic. In addition to the environmental damage from air pollution, carbon release, and habitat disruption, the project would threaten the property of homeowners and businesses along the routes. The private toll road option would result in high tolls that are particularly unfair to lower income residents. Please do the right thing for the environment and the state of Maryland. Don't build more roads.
8/19/2018	To whom it may concern, I have been a resident of Montgomery County for over 40 years and have seen tremendous growth. I understand the need for road improvements, however, not at the expense of homeowners who have worked hard to establish a residence for their family. I have carefully studied the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. I support suggested approaches that will not include the physical widening of I 270. Taking and demolishing the homes along I-270 will destroy well established communities and increase noise, pollution, and traffic congestion. I oppose proposals 6, 7, 8, 9, 10, and 11, as they would require the physical widening of I 270 (and I 495). I will be monitoring who supports the demolition of the established communities and will ensure that I, and others, do not support their re-election. I will base my vote solely on this issue.
8/19/2018	I have carefully studied the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. I support suggested approaches that will use NOT INCLUDE multi-parcel takings to add to or widen I 270 north or south and increase noise, pollution, and traffic congestion. I could support proposal(s) · 2 · 3 and 4 as long as they WOULD NOT involve the physical widening of I 270. · 12 A and B · 14 only if I 270 would not be widened · 15 if supporting data indicates its effectiveness I OPPOSE proposals 6, 7, 8, 9, 10, and 11 as they would require the physical widening of I 270 (and I 495).
8/19/2018	I am writing to express my concerns about the possibility of widening the footprint of I-270 in the City of Rockville. I live at 1089 Larkspur Terrace and have many neighbors with homes close to the existing sound barrier wall along the highway. Widening I-270 would undoubtedly cause some of my neighbors to have their houses taken away and the loss of important green space and parkland around the Rockville Senior Center. This would be devastating not only to my neighborhood of Woodley Gardens but also to all of Rockville. I do not believe adding lanes to the physical footprint of I-270 would relieve traffic—the highway is already 12 lanes across in Rockville. Spending billions to add additional lanes would simply destroy the character of Rockville, harm the environment, and encourage commuters to move even further away from their jobs. Please focus your efforts on options that might actually help with traffic congestion--the possibility of reversible lanes and supporting and improving public transportation options.
8/19/2018	I am STRONGLY opposed to any options being considered by the MD DOT which would involve physically widening the existing footprint of I-270 through the city of Rockville. I support solutions that include improving mass transit and other traffic management alternatives that will minimize increases in noise, pollution and traffic congestion. Of the alternatives proposed in the I-495 and I-270 Managed Lanes Study, I support options 2,3,4 and 14 (only if NO widening of I-270); options 12a and 12b; and option 15, if supporting data show evidence of its likely effectiveness. The citizens of Rockville will not stand for the destruction of our homes and neighborhoods in support of this project.
8/19/2018	I am writing to oppose the widening of I-270 through Rockville. Widening of 270 would require new ramps, wider bridges, and more storm water management. This will make our community more congested, and busier overall. Our property values will diminish. Neighboring homes to 270 will lose buffers (green space etc) between them and 270. However, I do support alternatives, such as reversible lanes. Thank you,
8/19/2018	After reviewing your alternatives, the worst plan is to widen I-270 by 4 lanes to a total of 16 lanes. Wiping out houses and long-standing commercial neighborhood entities, including a church, shows little regard to the people who have made this long-standing Rockville community a significant contributor to Maryland's success as well as a nationally recognized community that is a great place to live. Consider the reverse lane alternative before displacing families and businesses. Local Montgomery County and Rockville leaders are against the addition of lanes. Politically it will grow into a nightmare for state decision makers including local elected officials who don't become more vocal and demonstrate their opposition to the 16-lane costly possibility. Kill it now, get realistic about the reverse lanes proposal and proceed from there.
8/19/2018	To whom it may concern: I am writing to express my opposition to the widening of I-270. I am strongly opposed to any physical widening through Rockville. Over 200 families, living in several different communities will be effected by noise, traffic congestion, pollution, and loss of property value. Thus I oppose proposals 6-11 since these proposals directly involve the widening of 270 and parts of 495, While the intention of addressing traffic along I-270 seems proactive, most of the proposed plans are not in the best interest of its nearby residents or the County. How wide will be wide enough? How much more noise and pollution should Rockville residents endure? Progress is a positive attribute, but it cannot be greater than considering the expense and disruption to its residents. The surrounding communities are middle and upper middle class neighborhoods whose lifelong investments are in their homes and in support of the public school system. This project, in the name of 'progress,' will ruin many families financially who already support high taxes to live in this County and the city of Rockville. We are tax payers whose taxes contribute to the overall economic wealth of Rockville and Montgomery County. Why would we want to weaken the tax base by forcing sale of property or contributing to people moving out of Montgomery County or Maryland? I can support other creative options such as: reversible lanes, proposals that stay within the current footprint! From what I've heard and read, proposals 2 and 12 A and B address issues without widening 270. Let's also consider lower fees for public transportation to increase public usage, or even tax breaks/incentives to encourage use of public transportation or carpools. Let's not forget the development of the ICC…was it worth the disruption, loss of property for many residents given the sparse usage? Most would answer that question with a resounding, 'no.' Please listen to the citizens who not only use 1-270 but also live in the neighborhoods bordering the possible project.
8/19/2018	We support easing traffic flows on I-270 but we feel that plans for highway additions should be within the current I-270 footprint. Creative solutions such as reversible lanes must be considered. We strongly **oppose** any widening of the roadway through Rockville. Thanks!
8/19/2018	Our neighborhoods will be destroyed if you widen 270 near exit 6 We border the entrance ram and the noise level is already deafening--even the sound wall offers little help. If you widen, we will be subject to more air and noise pollution and the little bit of land that separates our backyard from the entrance ramp will be wiped out leaving absolutely no cushion at all. We moved into this neighborhood in 1998 and although the noise of the traffic is way too high for my tastes, my family enjoys our home and yard. It will not be bearable at all if you widen the roads Please reconsider another alternative
8/19/2018	To whom it may concern, I have carefully studied the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. I support suggested approaches that will not include the physical widening of I 270. Taking and demolishing the homes along I-270 will destroy well established communities and increase noise, pollution, and traffic congestion. I oppose proposals 6, 7, 8, 9, 10, and 11, as they would require the physical widening of I 270 (and I 495). I will be monitoring who supports the demolition of the established communities and will ensure that I, and others, do not support their reelection. I will base my vote solely on this issue.
8/19/2018	I am a concerned resident of Rockville on the issue of the proposed widening of I-270 to relieve congestion. I recall that the previous widening of I-270 through Rockville, which is now 12 lanes was supposed to relieve congestion for many years. However, traffic quickly took advantage of the widening as a preferred route and congestion returned rather quickly. The physical widening of I-270 would cause extended disruption due to construction and more importantly, permanent harm to the neighborhoods bordering I-270 for what appears to be short term relief of traffic congestion. I am firmly opposed to the physical widening of I-270 through Rockville and the taking of private residential and commercial property by eminent domain to accomplish some of the proposals for relieving highway congestion on I-270. Better options to the physical widening of I-270, which includes reversible lanes to take advantage of the opposing traffic flow during morning and evening rush hours, etc., along with a better rapid transit/bus option along I-270 and 495, should be seriously considered.

Date Received	Comment
8/19/2018	This memo is to express my views about the proposal to physical widening of I-270 as part of the State's "I-495 & I-270 P3 Program-270. I am opposed to suggestion to further widen I-270, for the following reasons: • adding 4 Lexus toll lanes will have a huge negative impact on local communities • there is no data to suggest that widening this highway will reduce traffic and highway congestion in any way • the predicted toll cost of up to $40 is a disrespectful affront to most of MD residents who cannot afford such "luxury", and further widens the financial gap among our residents • moreover, the notion that these extension lanes on I-270 will not impact Maryland commuters and travelers because the will be "privately" owned and operated is an appalling. To further segment our community into those who can pay/and those who cannot, is a disturbing justification and a painful discriminatory action • the continued destruction of trees, forested areas, grass and green spaces must be curtailed. The impact of additional lanes will have a much more devastating and far-reaching impact on the health of our community citizens than traffic. I URGE the MD Department of Transportation to seek alternative, creative approaches to address the traffic concerns in our state. Thank you
8/19/2018	Bravo - bravo!!! So well done. Please encourage your neighbors to respond as well and thank so much for sharing!! Dear Mr. Governor, I hope this e-mail finds you well. This is [redacted], We met a couple of times at your events. I am your strong supporter. I have sent you e-mails to show you my support. But this time I am writing you this e-mail to request a withdrawal of your plan to physically widen I-270. I know your intention for this plan is to relieve the congestion of I-270, but the result could be destructive for hundreds of homes and more than 10 communities adjacent I-270 as the mayor of Rockville indicated in her letter to the Department of Transportation, which is posted on the web site https://rockvillereports.com/mayor-and-council-oppose-i-270-widening/ The project will change our living conditions permanently. We will be exposed in loud noise all day and all night without any break. Not only will the project cause great damages to the values of our homes, but it will also bring significant devastation to our health. There is a nursing home nearby our community. Adding four lanes to I-270 could force the senior people there to live in an unbearable noisy environment all the time. It will definitely accelerate deterioration of their health. Moreover, widening the highway could significantly increase the chance of fatal accidents.On super highways, most of the time, serious accidents occur due to frequent changes of lanes by drivers, As the Rockville mayor mentioned in her letter, adding lanes to I-270 could make the congestion even worse, For example, the Virginia government has added several lanes to I-495 in Tysons Corner area. The congestion there has not been improved at all. On the contrary, it has become worse than ever before. In the past, I spent 40 minutes to drive through that section during rush hour, but now I usually get stuck there for more than one hour. In best case scenario, even if the traffic congestion of I-270 is mitigated somehow by adding lanes, but it will probably only save commuters 15 minutes in average each day. But that 15-minute time saving is at the expenses of hundreds of families' living environment and some people's lives. Please consider our concerns seriously. I copied the e-mail address of the board of our community here, so we can contact you directly. Most of the residents of our community are your supporters. I will continue to do whatever I can for your re-election,
8/19/2018	Dear Team, As a long-time resident of the Woodley Gardens section of Rockville, I strongly oppose any plan that would intrude on our community and take homes and property from local businesses and the Senior Center. If you widen the highway to the point of destroying our community, the traffic problem will not be solved by adding an excessive number of lanes, you won't discourage people from driving on 270, you won't encourage additional use of public transportation, and you'll seriously harm countless residents for many years to come. Other solutions are more viable and less disruptive. Try them before you wreck havoc on our tight-knit community.
8/19/2018	Widening 270 from 12 to 16 lanes is NOT a rational option. During construction traffic flow will be very negatively impacted and, at best, when completed will alleviate traffic for a limited amount of time. Alternative measures such as increasing public/mass transit options, financial rewards for car-pooling or teleworking, and lane reversals all offer the potential for a better long-term solution. I do not live in a neighborhood that is likely to be directly impacted if 270 is widened - it is just that it has been shown, over and over again, that building more roads leads to more traffic rather than solving the problem
8/19/2018	To whom it may concern, I am a resident of Rose Hill Falls, which is one of the communities which will be directly impacted by the decision of the widening of I-270. I do realize that I-270 is heavily congested going south in the morning, and north in the evening, however, taking peoples homes and children's only known place of living is not the way to go about resolving this issue. I have two children who were born and raised in this townhouse, and throughout all their ups and downs in life, one thing has remained stable, and that is their home. They love it so much, to the extent of not even wanting to give up this house even after they go to college. I will fight and do whatever it takes so that the one consistently stable thing in their life will not be taken away. For the past 15 years as a single mother for my two children, I have fought to pay the monthly mortgage so that my kids will remain in the only home they've ever known and loved, and I will continue to do so. There are several other alternatives that could be done, rather than taking people's property. One possible solution is reversible lanes. This would help relieve the congestion. Another alternative is widening some of the inside roads to relieve congestion from the highway. I am sure that there are many brilliant people within your staff that are capable of coming up with intelligent solutions to this issue. All in all, I am positive that there are other options that could be used to substitute the current plan. I do hope that you alter this decision and chose to take a different approach to this issue, one that doesn't include the eradication of people's property. I urge you to take all these matters into consideration when making your final decision regarding the widening of I-270.
8/19/2018	Good morning. I am a resident of Rockville and life-long resident of Montgomery County. I have seen the growth of the County and the rising traffic situation. I commute almost daily (for the past 30 years to Georgetown University) and am well aware of the life stress caused by the traffic in the DC area and in particular the traffic flow from DC to and from Rockville on I 270 and 495. With all of this being true, I am very much opposed to the widening of 270 and having roads continue to encroach on our neighborhoods and green spaces. I have been really impressed with the new innovations coming out of business, the Government and other employers in workplace flexibility to ease the burden of the commute on its workforce. Innovations such as telecommuting and flexible work schedules have already eased my experience and will continue to be more prevalent as technology replaces the need for constant face to face interactions every day. Already I see that there are spaces in the garages and lighter traffic on Fridays. In the study, did not notice efforts to collaborate with employers. I can recommend Georgetown University as very proactive in this area. It is going to be revolutionary in the coming years. As little as 3 years ago telecommuting was not permitted and today it is part of all employees work plan for the year. I understand that Microsoft is also doing something similar. Please, we need to let technology and workplace practices continue to evolve and not put our valuable time and resources into new physical structures like the widening of 270. I did think that reversible lanes were an interesting option...one which I hope you will continue to study and consider. Thank you for the opportunity to comment.
8/19/2018	Dear Ms. Choplin, Thank you for this opportunity to provide comments on the I-495 & I-270 Managed Lanes Study. I urge the State not to include the widening of I-270, or any changes that would result in eminent domain of private property adjacent to I-270, in its feasibility study. Instead, I strongly encourage MDOT to pursue the environmentally sustainable solution of mass transit. In addition to its benefits for the environment, a robust mass transit system is a more economical solution for citizens who don't wish to own cars. There are mass transit systems in cities around the globe that we can learn from, if we are willing to step back and consider innovative changes to our current system. Increasing the footprint of I-270 will displace many residents and businesses, remove large trees, homes, and increase air and noise pollution. Many of the large trees in my Rockville neighborhood, adjacent to I-270, are 80–100 years old. Trees help to control the temperature by blocking the effects of direct sunlight and wind, saving energy. Trees are also known to help prevent flooding by absorbing water runoff. Trees take in carbon dioxide and release oxygen—and absorb pollutants such as ozone and carbon monoxide. The trees in our area also provide a noise barrier. Widening I-270 will expose thousands of people to more noise pollution, which is linked to health conditions such as cardiovascular disease, sleep disturbance, tinnitus, cognitive impairment in children, and annoyance. Even when you sleep your ears are working, picking up and transmitting sounds that are filtered by different parts of the brain. Continual noise sets off the body's acute stress response, which raises blood pressure and heart rate—responses which can lead to cardiovascular disease and other health problems. I live in a modest neighborhood where some homes are and have been occupied by multiple generations. There are many seniors in my neighborhood, including residents of the Rockville Nursing Home. Many of us could not afford to continue to live in our city if we are displaced by eminent domain. Thank you for considering my comments.
8/19/2018	Hello, I, like many people in MC, travel across the American Legion Bridge to NOVA every day. The problem we face is that MD did not coordinate with VA on the very successful hot lanes which ideally would extend over the American Legion bridge and all the way to I-95. Unfortunately we spent our funds on rt 200 which is lightly used. Recommend we look at having middle lanes on 495 & 270 that go towards NOVA in morning and back towards 95 & Frederick in afternoons. This would require widening the American Legion bridge and portions of 495 and 270. A SMALL fee also might make sense to help fund in long run. However, we need to be careful not to charge exorbitant amounts like NOVA that preclude families on a tight budget from affording.
8/19/2018	I am STRONGLY opposed to any options being considered by the MD DOT which would involve physically widening the existing footprint of I-270 through the city of Rockville. I support solutions that include improving mass transit and other traffic management alternatives that will minimize increases in noise, pollution and traffic congestion. Of the alternatives proposed in the I-495 and I-270 Managed Lanes Study, I support options 2,3,4 and 14 (only if NO widening of I-270); options 12a and 12b; and option 15. I TOTALLY OPPOSE options 6,7,8,9,10 and 11. These options would clearly involve the taking of private and commercial property that would have a disastrous impact in more than 10 Rockville neighborhoods close to 1-270. It has been estimated that more than 200 private homes could be destroyed, with follow-on declines in property values for thousands more Rockville residents. Our community will NOT stand for this.
8/19/2018	I am writing to support solutions that include improvement of mass transit and traffic management alternatives that do not involve the physical widening of I 270 and contribute to increased noise, pollution, and traffic congestion. Regards,
8/19/2018	August 19, 2018 Dear Sir or Madame, I am a Rockville resident, living in the West End neighborhood. While a physical widening of I-270 would cause some inconvenience, we desperately need to increase the capacity of the road to accommodate decades of population growth. I accordingly wholeheartedly support the project.
8/19/2018	The impact on communities if the present footprint of I-270 south of I-370 to the 495 spur is increased would be devastating. This loss of communities also means loss of high dollar taxes for the state of Md not to mention beautiful,thriving communities. I oppose any option that threatens homes and communities along I-270.
8/19/2018	My family and I have carefully studied the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. We support suggested approaches that will use not include multi-parcel takings to add to or widen I 270 north or south and increase noise, pollution, and traffic congestion. WE could support the following proposals. · 2 · 3 and 4 as long as they would not involve the physical widening of I 270. · 12 A and B · 14 only if I 270 would not be widened · 15 if supporting data indicates its effectiveness We oppose proposals 6, 7, 8, 9, 10, and 11 as they would require the physical widening of I 270 (and I 495). Thank you for your time and consideration.
8/19/2018	As a homeowner living in Rose Hill Falls I'm TOTALLY OPPOSED TO THE WIDENING OF I-270. We take pride in our home and neighborhoods and want to remain in our homes! THE END! Traffic will always be traffic! Instead of impacting neighborhoods think about a HOV lane on 495. DO NOT DISPLACE NEIGHBORHOODS, SCHOOLS AND FAMILIES. TOTALLY OPPOSED TO I-270 project!
8/20/2018	Dear Sir/Madam, I am writing to support solutions that improves the efficiency of I-270 that do not involve the physical widening of I 270 and contribute to increased noise, pollution, and traffic congestion and risk taking off residential homes. I reviewed the proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. I support suggested approaches that will not include to widen I 270 north or south and increase noise, pollution, and traffic congestion. I oppose proposals 6, 7, 8, 9, 10, and 11 as they would require the physical widening of I 270 (and I 495). These proposal would have a direct negative impact on our neighborhoods and our families' wellbeing. I could support any of the other proposals as long as they would not involve the physical widening of I 270 and that supporting data indicates the effectiveness of the proposal. Thank you for your consideration and support.
8/20/2018	This note comes from a very concerned couple who would be impacted it seems by the proposal to once again undertake steps to farther ruin what is already a distressed neighborhood. Is inconceivable that the "solution" to increased road traffic is to add lanes to attract even more cars to the above mentioned roads that are already choking entire neighborhoods. Moving Walter Reed to Bethesda was a demonstrable mistake. We are still trying to somehow live with that mistake--air pollution, congestion, gridlock. No, that is not the solution. Move office complexes/new development out of close-in MC is a far better idea. Please do not move forward!! It will not only destroy our property values but actually destroy the reason why we live where we do for the past 50!!years.
8/20/2018	To whom it may concern: I strongly oppose the physical widening of I-270 through Rockville. I would support options such as reversible lanes as long as the footprint of I-270 through Rockville remains as it is currently. I also support significant investment in public transportation so commuters have more options available so they do not have to use I-270. I-270 is already 12 lanes wide, there are other options to improve traffic flow that do not include widening the road. I have been a homeowner in the West End neighborhood of Rockville for over 10 years. The areas that would be affected by widening I-270 include homes, local family owned businesses, parks, community centers and natural areas. Watts Branch is an important part of our ecosystem and the parkland that it connects is a huge draw for living in this community. My family and I routinely see wildlife there such as herons, hawks, deer, crayfish, foxes, and snakes. My understanding is that the state takes environmental concerns into consideration when deciding which option to choose. I believe widening I-270 would have a negative impact on Rockville and the Potomac Watershed that Watts Branch feeds into. Widening I-270 will not alleviate the problem if the development and urban sprawl in northern Montgomery County and southern Frederick County continues at its current rate. Thank you for your consideration.

Date Received	Comment
8/20/2018	As a resident of neighborhoods (West End) impacted by this proposal I am firmly against the widening of I-270 in the Rockville community. These neighborhoods are well established offering homes to a diverse population of young families through retirees, many of whom have lived here a very long time. This area offers a beautiful environment which should NOT be destroyed: mature trees and plantings, abundant parks and playgrounds and athletic fields and picnic areas, creeks and streams, walking paths and trails. Yet all with easy access for commuting and for public transportation. Even apart from the houses and small businesses that would actually be destroyed and lost, the many on the perimeter would be adversely affected by traffic noise, excess traffic in their narrow neighborhood streets being used as cut-throughs and of course, impact on property values. It is a classic penny wise pound foolish solution. There is no foresight in widening of I-270 in this area as ultimately all traffic will narrow down further on and bottleneck at some point, and in the far distant future what happens -- more widening? And then more? High speed trains, increased public transport are better solutions. Traffic planners need to put more thought, be more creative and think more long term. PLEASE DO NOT WIDEN 1-270 in the Rockville community corridor. This plan will destroy the lives of many many people and businesses. It is the wrong way to go.
8/20/2018	I am writing to OPPOSE widening I-270 through Rockville. There are 11 lanes currently including HOV-2. Using existing lanes for reversible lanes, toll lanes or mass transit lanes would be very possible and NOT destroy Rockville communities. Widening would destroy communities along I-270, including Woodley Gardens and Regents Square (an affordable townhouse community). It is a bad idea and would destroying homes, increase noise levels, destroy more woodlands and habitats but would NOT solve the congestion from Frederick or around the beltway. We have little affordable housing and mid-income neighborhoods now, why destroy existing ones. It seems the ones who would benefit are special interest contractors, consultants and single-auto users/polluters. The MD deficit is already huge and Montgomery County carries a great deal of that weight. It is a BAD idea to spend billions for an ill-conceived, poorly studied plan that has had little public input. Virginia is currently facing lower income from the Dulles tollroad. I OPPOSE widening and adding lanes to I-270!
8/20/2018	Dear Governor Hogan, I have lived in Rockville since 1987. In that time frame we have seen several expansions of I-270. Each time there is an expansion the County allows more building upcounty and in no time I-270 is back to a crawl during rush hour. Your expansion plans will be the same. Unless there are restrictions on building upcounty along with an expansion of the American Legion Bridge, there is little hope that the additional lanes you are considering for I-270 would provide any lasting relief from congestion. Additionally, you would be condemning a large swath of existing housing in Rockville. My neighborhood, Woodley Gardens, is an amazing community. We have a lovely shopping center across from a large park, that serves as a neighborhood meeting place. You proposals would impact the shopping center and the park. Townhomes would be condemned along with single-family homes. The Rockville Senior Center property would be negatively impacted. Please look to mass transit improvements. Fully fund Metro. We need better mass transit, not extra lanes that will not help given there are no plans to widen the American Legion Bridge. Thank you for this opportunity to contact you. If you would like to see our neighborhood first hand, my husband and I would love to take you on a tour.
8/20/2018	I am writing to voice my objections to any widening of 270 through Rockville, MD. Presently there are 12 lanes through Rockville (6 lanes each direction including 1 HOV lane and 2 local lanes. This exceeds the traffic lanes through 495 and adding additional lanes will do nothing to alleviate traffic. 270 traffic will continue to have bottlenecks at the approach lanes to/from 495 and at Clarksburg where 270 narrows to only 2 lanes each direction. I live in the College Gardens neighborhood and adding additional lanes will mean the loss of neighborhood houses and businesses in Woodley Gardens, will lose green space and noise buffers. My property value will suffer as a result. If you want to alleviate 270 traffic, you will need to add additional lanes beyond Germantown, to avoid the slug lines towards Frederick. I already take Metro to work, from Rockville to Farragut North (DC) each day. Widening 270 will have detrimental effects for my neighborhood while doing nothing to improve my commute.
8/20/2018	We are against the widening of I-270 because this would make little to no difference. This would more rather cause more problems. For example, the neighborhoods involved would be disturbed by this change. This is also a very expensive project and overall not going to change anything for the better but rather for the worst.
8/20/2018	I went to a public workshop on July 26th concerning the managed lanes study for Interstates I-495 and I-270 (up to the I-370 interchange). Having lived in the Fallsmead neighborhood in Rockville during the time that I-270 was widened from four to 12 lanes, I am certainly very concerned by any plans to widen it further in the area near Fallsmead. Since I no longer have to commute to work, I don't experience the weekday backups on I-270 and I-495 that daily commuters do. However, from what I have experienced, I believe the evening backups on I-270 could be greatly alleviated by widening I-270 to four or more lanes north of Clarksburg, and should be approached before any changes are considered to I-270 between I-495 and I-370. Unfortunately, consideration of that alternative is not part of the initial study and will be consider in a study to follow the managed lanes study. I left the workshop feeling that the study wants to consider and have attendees vote on many different alternatives before they have identified exactly what is causing the congestion problems. What if traffic problems on I-270 would disappear if we widened it north of Clarksburg and widened I-495? Another concern is there is a push towards toll lanes to get a private partnership because the State of Maryland and the Federal Government lack the funds necessary to change these roads. I am against turning over I-495 or I-270 to private contractors for 50 years or more as part of a private partnership. In conclusion, my recommendations are as follows: * I strongly support the no build option, * I strongly opposed the physical widening of I-270 from I-495 to I-370, and the taking of any homeowner property that that widening might require, * I support a widening of I-270 to four or more lanes north of Clarksburg to Frederick, * I strongly oppose toll lanes that would speed up single driver commutes for those who can pay the price, * I strongly oppose private partnerships and suggest any changes to these roads be delayed until the government has the funds to support them, * I strongly support more study to identify what is causing and what steps could alleviate the congestion problems before coming up with solutions that a majority prefer. Feel free to contact me if you desire more information.
8/20/2018	At a recent community information session, I learned of the possible physical widening of I-270 as part of the State's "I-495 & I-270 P3 Program" to relieve congestion. I understand that more than 200 Rockville homes bordering I-270 could be taken by the State through eminent domain. Many other homes, such as mine in Rockville's West End, would be greatly impacted. I am deeply opposed to the proposed widening. The cost of doing the designs, land acquisition, resettlement, environmental impact studies and finally the construction itself will be astronomical at a time when budget resources are already stretched. Socially, I-270 already divides Rockville in half, and the additional lanes will further divide the city. Julius West MS, which was just recently renovated and expanded, and the Rockville Senior Center would have to be moved as well as numerous businesses. The additional traffic would increase vehicle emissions and aggravate air pollution, causing more acute suffering for already sensitive groups. Moving higher traffic volumes closer to Rockville's downtown would increase traffic accidents in an area where pedestrian and bike travel are high. The construction will lower property values for houses like mine that are already so close to I-270 that we hear trucks changing gears and emergency vehicles' sirens constantly. Taking away businesses and housing and reducing the value of the remaining housing stock close to I-270 would reduce tax revenues for the City. As anyone who lives in Maryland knows, we have seen exceptionally heavy rains this year likely due to climate change. We have to expect – and plan for -- weather-related impacts to worsen as time goes on, and in ways we cannot predict. In order to accommodate increased rainfall, we need LESS impermeable area, not more. Adding pavement will increase the rain loads to our drainage system leading to increased flooding and would harm sensitive local watersheds leading to the Chesapeake Bay. This is exactly the wrong direction to take. Another option being considered in Annapolis for the Beltway and I-270 is adding toll lanes, aka "Lexus Lanes". Yesterday I read an article stating "Fewer drivers are using the high-priced toll lanes on the Virginia Beltway… and heavy financial losses plague the project." The owner, Transurban, issued its financial report for the fiscal year ending on June 30th, reporting that these facilities continue to lose money and the number of drivers they attract has stopped growing. Toll revenue on the Beltway isn't enough to cover operating costs and interest, let alone pay back the principal on the debt. One can only conclude from Virginia's example that toll lanes are not a viable option; Maryland must avoid this mistake. I, for one, refuse to pay tolls for the Inner County Connector and for travel in northern Virginia. The costs of this project from the financial, environmental and social perspectives would be excessive and unacceptable. I work on infrastructure projects in East Asia at the World Bank, and I know there are lower cost alternatives to be applied. These include (a) using reversible lanes in rush hour like on Connecticut Avenue in D.C., (b) expanding rail service between Frederick and Washington, (c) designating dedicated bus lanes and using natural gas or electric powered buses to reduce the number of single-occupancy vehicles and their related emissions, and (d) incentivizing drivers to carpool more, and to telework more often and closer to home. Future traffic growth impacts can be managed without resorting to toll lanes and more construction. With careful planning and wise policy choices, we can facilitate economic growth in a fiscally responsible way without sacrificing our high quality of life.
8/20/2018	To whom it may concern: I strongly oppose the physical widening of I-270 through Rockville. I would support options such as reversible lanes as long as the footprint of I-270 through Rockville remains as it is currently. I also support significant investment in public transportation so commuters have more options available so they do not have to use I-270. I-270 is already 12 lanes wide, there are other options to improve traffic flow that do not include widening the road. I have been a homeowner in the West End neighborhood of Rockville for over 10 years. The areas that would be affected by widening I-270 include homes, local family owned businesses, parks, community centers and natural areas. Watts Branch is an important part of our ecosystem and the parkland that it connects is a huge draw for living in this community. My family and I routinely see wildlife there such as herons, hawks, deer, crayfish, foxes, and snakes. My understanding is that the state takes environmental concerns into consideration when deciding which option to choose. I believe widening I-270 would have a negative impact on Rockville and the Potomac Watershed that Watts Branch feeds into. Widening I-270 will not alleviate the problem if the development and urban sprawl in northern Montgomery County and southern Frederick County continues at its current rate.
8/20/2018	To Whom is may concern: I am totally against any physical widening of 1-270 through Rockville - it would be a disaster for our neighborhoods, schools, never ending noise, pollution, etc. The use of reversible lanes could or should be an alternative.
8/20/2018	We oppose widening I-270 through Rockville, but support smart solutions such as reversible and managed lanes. We have lived in Rockville for 32 years, in the neighborhoods just west of I-270 between Route 28 and Falls Road. These are great communities, full of good schools and wonderful neighbors. But as I-270 becomes more and more heavily used, the impacts are being felt more strongly over time, including increasing noise pollution, increasing air pollution, and dramatically increasing traffic "cutting through" the neighborhoods trying to avoid, or get ahead of, traffic on I-270. We were dismayed to hear that the State is considering adding more lanes to I-270. We believe that widening I-270 would not only take some of our neighbors' homes and encroach on, or even eliminate, other barriers and green space, but also just adding more lanes will simply increase the traffic, increase the speeds with which traffic moves, and increase the noise and air pollution. We need smarter solutions, not just bigger roadways. Accordingly, we urge you to adopt smarter, more versatile solutions like reversible and managed lanes, rather than just building more lanes.
8/20/2018	Hello, I am a Rockville owner/resident living in the Rockshire development just west of I-270. I understand that there are several options for future possible lane expansions for purposes of mitigating traffic on I-270. I am submitting my hopes that you will not add more lanes. Concentrate on public transportation through to Frederick to Shady Grove! Develop some sort of express route with exits only at strategic locations (Clarksburg, Urbana) between Frederick and Shady Grove. Stop building lanes!
8/20/2018	we are against any widening of I 270 in Rockville because unless the beltways and bridges are also widened .it will make very little diffference. This plan will be expensive to taxpayers and will ruin many neighborhoods .
8/20/2018	I favor no physical widening of I270 through Rockville. A better use of money would be to invest in public transit, metro up to Fredrick, put in an express bus lane and/or build another bridge over the Potomac. Compared to northern 270 and the beltway, especially the American Legion Bridge, the section of 270 through Rockville is the least crowded.
8/20/2018	Good afternoon, My husband and I are lifelong Rockville residents. We care deeply about our community, vote in every election, and maintain a great many close relationships with our Maryland neighbors. We are asking you to dismiss the widening of 270 when considering options to reduce congestion in our region. [redacted] and I commuted to work on 270 and 495 for a combined 70 years. We know the pain, the time away from young children, and the expense. We experienced the last widening of 270. It helped for 2 to 3 years and then we were back in terrible traffic as development continued to place demands on roads. Widening 270 is a short term prohibitively expensive solution when better solutions are possible. Multiple studies show that widening crowded roads increases traffic on feeder roads and invites more cars to fill up new lanes as important development continues. More cars on widened roads increase air pollution, noise pollution, run-off, and destroy wildlife habitats. Communities that contribute so much to our quality of life are severely compromised. Eminent domain of homes results in financial loss and emotional pain as the homes we have worked so hard to improve and maintain are destroyed or devalued by moving walls close to homes. Reversible lanes and effective public transport are the best most cost effective solutions to the congestion that plagues all of us. My daughter recently sent you a letter expressing the views of her generation. Young families by and large want investments in innovative mass transit options that preserve our environment as opposed to outdated car-centric options. If our region hopes to attract talented professionals and the businesses that seek to employ them, creating a world-class public transit system is a far more appealing option for those stakeholders versus building another highway on which they can sit in gridlock, breathe in pollution, and destroy our environment. Our family moved to Woodley Gardens from Twinbrook when I was 10. Richard and I returned to Woodley Gardens in 1999 to raise our family in this wonderful community. This is a community that is highly sought after by young families from all over the country. We cherish our sidewalks, our parks and green space, our shopping center and most of all, our neighbors. We are a multi-generational neighborhood that offers exceptional services to the old and young alike. Rockville Senior Center, Rockville Nursing Home, and the Woodley Gardens Shopping Center are adjacent to 270 and would be destroyed by many of the current proposals. Please be forward thinking and use the resources available to you to plan sustainable public transit and road options that do not change the footprint of 270. Sincerely,
8/20/2018	To whom it may concern I am writing to express my concern regarding the above subject matter. While I am all in favor of improving mass transit and traffic management, I strongly oppose any solution that will include the physical widening of I-270 through our community in Rockville. A wider I-270 would require new ramps, wider bridges, and more storm water management. The environmental issues emanating from such a project extend beyond the homeowners displacement by eminent domain, the loss in our property values and the loss of buffers such as the green spaces, playgrounds and walking trails. Progress and better traffic flow should not be at the expense of the environment and communities. Progress can be achieved within the current I-270 footprint by using reversible lanes and improved mass transit.
8/20/2018	To Whom It May Concern, This email is in regards to the possible physical widening of I-270. I am a resident in the Rose Hill Falls sections who would be directly impacted by this plan. I am opposed to the widening of I-270 through Rockville but support any of the other plans which may help relieve congestion. I am a big proponent of improving/building public transportation as this would not only avoid the costly work that would go into developing new roads but help save the environment. Thank you for your time.

Date Received	Comment
8/20/2018	I am opposed to widening I 270. My home is in Rockville and in view of the highway which we've put up with for 29 years. When we first moved to our home there were only two lanes in each direction which was expectable. Now, we can no longer sit on our back deck which faces I 270 because the noise is so bad and if we do we practically have to shout. We cannot open our windows without feeling as though the cars are in the house and there is increased dust and grime from the traffic pollution. Our quality of life has changed. It's taken us over 13 years to just get a soundwall approved which we still don't have on the section of I270 right behind my house. I would prefer that the money spent be invested in a better rail system to help transport people. We should have a moratorium on building until we have a better solution for transportation and commitment from Maryland's citizens.
8/20/2018	Good morning, I am writing as a lifelong Maryland resident (and active voter) to ask you to dismiss the widening of I270 when considering options to reduce congestion in the region. I have a big stake in this decision: I'm a Montgomery County resident that commutes into McLean, VA every day. As a mother to a 16-month old little girl, every moment I'm off the road and at home is precious. With all of this in mind, I strongly oppose the widening of local highways, for several reasons: 1. Efficacy: As a public policy professional, I've studied many transportation cases that considered widening already-crowded roads as an option to alleviate congestion. In short, it almost never works. It provides relief for a very short period of time, but in the long-run it sustains the same levels of congestion. As someone who plans to raise my family in Montgomery County for years to come, I want a solution that works in the long-term. Investing in sustainable systems like Metro, light rails, and rapid bus transit is a far better use of my tax dollars. 2. Environmental: Of the options proposed to reduce congestion in our region, highway widening is hands-down the worst option from an environmental impact perspective. Members of my generation, by and large, want investments in innovative mass transit options that preserve our environment as opposed to outdated, car-centric options. If our region hopes to attract talented professionals and the businesses that seek to employ them, creating a world-class public transit system is a far more appealing option for those stakeholders versus building another highway on which we can sit in gridlock, breathe in pollution, and decimate our environment. 3. Quality of life: I grew up in Montgomery County, and my absolute best memories are of biking, roller-skating, and running around our neighborhood in Rockville - one that backs up to I270. Widening the highway would mean flattening many homes in these neighborhoods, taking away the backyard treehouses I played in, the open areas where we had kickball games, the shopping centers I walked to for an ice cream cone, and houses where I had sleepovers. I want a safe, clean, quiet environment in which to raise my daughter, and widening local highways means many of the neighborhoods that currently provide the lifestyle will no longer be appealing to young families like ours. I welcome the opportunity to speak further on this issue. In the meantime, I urge you to consider options to reduce congestion that will serve our communities for the long-term, not just this next election cycle.
8/20/2018	After looking at the proposals you have made to alleviate traffic issues on I-270, I can support #2. If there is no physical widening of I-270, I support #3 and #4. I support #12A & #12B. I do NOT support any widening of I-270 that will involve taking anyone out of their current home against their will. I oppose proposals #6, 7, 8, 9, 10 and 11 which require physical widening if I-27 and I-495.
8/20/2018	Hello,On Sunday, I submitted my feedback via the online form, but I believe the text I sent needs some corrections. Is there a way to edit what I sent or provide revised text. I have pasted what I sent in the attachment.Thank you, Alternative 1 text:This is one of the top alternatives in my view (although I think it should probably be named no-change or status quo). I am concerned that widening the highways will be a short term solution that will be costly to tax payers and a hardship for people in construction zones that will not have a major effect on travel times in five years after it is completed. How can sending more people to choke points like American Legion Bridge be effective? How can a major costly decision be made when we are potentially on the precipice of a major technological and economic shift in transportation? Ford Motor Company has done a great job of recognizing this, and the government of Maryland would be wise to consider that new projects for yesterday's and today's cars is ill-conceived.https://social.ford.com/en_US/story/ford-community/move-freely/the-future-of-transportation-is-driverless-shared-and-networked.html Alt 2 text:Smart management of existing lanes seems like a potential solution that (I am guessing) will not be as costly (and certainly less burdensome on people living near the highway) and will reap benefits more quickly than a major construction project. This a top pick among these alternatives. Alt 3 text:Repeating most of my comment on Alternative 1:I am concerned that widening the highways will be a short term solution that will be costly to tax payers and a hardship for people in construction zones that will not have a major effect on travel times in five years after it is completed. How can sending more people to choke points like American Legion Bridge be effective? How can a major costly decision be made when we are potentially on the precipice of a major technological and economic shift in transportation? Ford Motor Company has done a great job of recognizing this, and the government of Maryland would be wise to consider that new projects for yesterday's and today's cars is ill-conceived. https://social.ford.com/en_US/story/ford-community/move-freely/the-future-of-transportation-is-driverless-shared-and-networked.html Alt 4 text:Repeating most of my comment on Alternative 1:I am concerned that widening the highways will be a short term solution that will be costly to tax payers and a hardship for people in construction zones that will not have a major effect on travel times in five years after it is completed. How can sending more people to choke points like American Legion Bridge be effective? How can a major costly decision be made when we are potentially on the precipice of a major technological and economic shift in transportation? Ford Motor Company has done a great job of recognizing this, and the government of Maryland would be wise to consider that new projects for yesterday's and today's cars is ill-conceived. https://social.ford.com/en_US/story/ford-community/move-freely/the-future-of-transportation-is-driverless-shared-and-networked.html Alt 5 text:There seems to be an underlying assumption that having the private sector involved in providing a public good will produce better results for users of the public good and taxpayers. I think this assumption needs more scrutiny. I have worked both in the federal government and the private sector, studied public policy (both environmental and data privacy), and tracked the news coverage for years of private sector involvement in our prison systems. In my view, the private sector cannot be expected to provide a public service in a positive way unless it is heavily regulated and/or regularly audited/checked by an oversight authority. Further, there should be restrictions from campaign donations and lobbying state, local, and federal government officials and staff so that companies are not pushing for policies or actions that put more people on the roads, or other actions that raise profits for a company in this kind of business. Further, I would like to refer to most of my comment on Alternative 1:I am concerned that widening the highways will be a short term solution that will be costly to tax payers and a hardship for people in construction zones that will not have a major effect on travel times in five years after it is completed. How can sending more people to choke points like American Legion Bridge be effective? How can a major costly decision be made when we are potentially on the precipice of a major technological and economic shift in transportation? Ford Motor Company has done a great job of recognizing this, and the government of Maryland would be wise to consider that new projects for yesterday's and today's cars is ill-conceived. https://social.ford.com/en_US/story/ford-community/move-freely/the-future-of-transportation-is-driverless-shared-and-networked.htmlAlt 6 text:Repeating most of my comment on Alternative 1:I am concerned that widening the highways will [illegible]
8/20/2018	Maryland Dept of Transportation August 20, 2018 The current proposal for I-495 & I-270 Managed Lanes should be withdrawn as it causes too much harm for the amount of good that might come about. I regularly drive that stretch. I would feel guilty driving the roads if the destructive project were completed. I don't want that guilt. The first rule is "first, do no harm." The current proposal is loaded with harm. Stop it. Thanks.
8/20/2018	I-270 is wide enough and impacts the surrounding communities enough as it is with noise and pollution! A better way to spend our tax payer dollars is to fix the red line of the Metro rail. The Red line in MoCo has been a disaster for years and we need to straighten it out. Young people want a close in, walk able community equipped with a functioning rail system to commute to DC. In this day and age people do want 12 lane highways destroying stable communities and the environment. Let's be smart with our growth!
8/20/2018	To Whom it May Concern, Please resist the temptation to add the proposed "Lexus Lanes" to 495 and 270. The lanes will bring nothing but more "sprawl" to the county and will not be used by 90% of the people that will end up paying for the roads. Please review the material about the former Gov. O'Malley's proposal for the "Lexus Lanes north of Baltimore City and you will see how the price ballooned to twice the original estimate. Why would anyone pay twice the price for Lanes few drivers actually use?!? Do your job and review the current "Lexus Lanes" and how little they have affected the traffic congestion in the area. Instead, look to smart solutions to the issue and come up with modern solutions to our modern problems. Let's not use a solution from the 1960's to solve a problem for today.
8/20/2018	Good morning, I live near exit 5 on 270. I would like to see the proposed impacts of each of the 15 current options on the use of land near exit 5. I am specifically interested in seeing which homes will be impacted and which home are located where people living there will need to be displaced. I am opposed to any alternative that includes physical widening of 270. I am open to alternatives that include reversible lanes as long as no additional land is required by the state. Please note I vote in every election. I feel Governor Hogan is not being transparent with the potential impacts of this proposal and all its alternatives. I want to see the maps of all the different alternatives and which land around 270, particularly around exit 5, is at risk of being acquired by the state.
8/20/2018	Hello, I would like to express my concern about the proposed physical widening of I-270. As a 25 year resident of the West End neighborhood in Rockville I am completely against the state taking any measures that would affect our treasured neighborhood. While traffic flow along 270 is a real concern, please do not consider alternatives that infringe on homes and green spaces in our neighborhood. k
8/20/2018	I oppose the physical widening of I-270 through Rockville. I-270 is already extremely wide. It seems to us that there are other options that can help improve traffic flow where there is no I-270 expansion needed, such as reversible lanes and some other ideas that can be looked at from models that have worked elsewhere. Widening the road will not solve the traffic flow problem for very long. The development of the northern area in Mont. County, as well as Frederick County will outpace and outgrow any expansion you can build. It is a band aid on the traffic flow problem. I have been a homeowner in the West End neighborhood of Rockville for 12 years. The areas that would be affected by widening I-270 include homes, local family owned businesses, parks, community centers and natural areas. It would be a disaster for a community built on and around such common use areas. It is what makes this community as strong as it is. There are also huge ecological costs to widening I 270 that will be felt as far as the Potomac. This clearly runs counter to all of the efforts that have been made to repair our Rockville watershed. Watts Branch is also very important to our ecosystem. It is a refuge for local wildlife, which can frequently be seen and enjoyed by the local residents. Much more than having it be an enjoyable experience, which it is, it speaks to the health of the ecosystem in our area. Our ability to maintain it is imperative. In short, the detrimental effects to the local community and ecosystem are irreversible if this project where to continue. It is a short sighted way to address traffic flow problems. There are better ways to deal with the traffic flow problem. Many of us would be in support of reversible lanes and other more creative ideas (despite the fact that I would be affected, as I travel north for work). I traveled south for many years until 1yr. ago. So, I am speaking as someone who has lived the traffic flow issues. Even if I still traveled south, I would not support the widening of I-270. Please, take the time to think about it and listen to the community, as well as to their ideas on how else to address the problem. Thank you PS if you could please send a reply so I know you received this email, that would be great.
8/20/2018	Hello, I am writing to support solutions that include improvement of mass transit and traffic management alternatives that do not involve the physical widening of I 270 and contribute to increased noise, pollution, and traffic congestion. I oppose proposals 6, 7, 8, 9, 10, and 11 as they would require the physical widening of I 270 (and I 495).
8/20/2018	Hello, I am writing to support solutions that include improvement of mass transit and traffic management alternatives that do not involve the physical widening of I 270 and contribute to increased noise, pollution, and traffic congestion. I oppose proposals 6, 7, 8, 9, 10, and 11 as they would require the physical widening of I 270 (and I 495).
8/20/2018	TWIMC, This plan is a nonstarter for a number of reasons. Green space, which is why many of us choose to live in the suburbs will be destroyed. Certain neighborhoods will be negatively affected and lower-income families will be disproportionately penalized by toll lanes. We should be spending money on shoring up infrastructure that already exists and encouraging use of alternate routes and other means of transportation. Thank you for your serious consideration.
8/21/2018	Dear Sirs and Madams, Before disrupting so many families, before incurring so much expenses, you must first try using alternatives like reversible lanes. Thank your for your consideration.
8/21/2018	Expanding I-495 and 270 by adding toll lanes will not benefit the consumer, and will exacerbate climate change. More people will choose to drive instead of using public transportation. This will not reduce traffic congestion in the long term, and it will increase air and water pollution from highway runoff. Highway expansion will buckle traffic at exits leading to the major roadways. The best solution to the congestion problem is to increase access to public transportation such as Metro and MARC, and upgrade it. The Regional Greenhouse Gas Initiative commits us to reducing CO 2 emissions by 40% by 2030. Increasing highway travel will not allow us to reach this goal. The transportation sector is the greatest contributor to greenhouse gas emissions in Maryland. Exorbitant highway toll fees will tax commuters, especially the poor. Observe the debacle in Virginia during rush hour. Nobody wants to invest $40 dollars to drive to work. Fees are unpredictable depending on traffic flow. Governor Hogan's ill-advised plan to expand our highways was conceived to bypass the general assembly, and the cost to his constituents for funding the project is high. Much better alternatives exist, benefiting our health and the environment.
8/21/2018	To Whom It May Concern, As a resident of the Old Farm neighborhood in Rockville, Montgomery County, I am concerned about the proposal regarding the possible widening of I-270. My home sits on a property that has a physical boundary of a jersey wall for I-270. My understanding is the possibility of widening the road would very likely encroach on my neighborhood and my family's property. Twelve lanes of traffic size is already enough. My yard already has enough noise from the 24 hours a day of traffic, including engine noise and sirens on occasion. Please consider any possible alternatives to physically broadening the road. Rather than negatively impacting my family, my home and neighbors, it makes more sense to look at other ideas such as reversible lanes or other traffic improvements.
8/21/2018	To whom it may concern at the State Highway Administration: I appreciate your efforts to resolve the traffic congestion along the I-270 corridor that seems to worsen with each year. However, I do believe alternate solutions exist to the proposed lane expansion, and these alternatives should be explored in an effort to avoid extreme disruption to communities, homes, natural resources, and public health. I am a Rockville resident raising 3 young girls within a quarter of a mile of the highway. I am greatly concerned about the devastation and upheaval this will cause to my neighborhood, friends, small businesses and watershed ecosystems that we so dearly value here. Furthermore, it will cause massive deforestation resulting in a superhighway with no natural buffer to counteract increased carbon emissions. This poses a severe threat not only to the health of our young people but to the health of our planet. Why must the SHA focus on solutions that incentivize single-passenger motor transport. Instead we should be proposing innovative solutions that reflect the ideals of a healthier future for Maryland. Please stop forcing the solutions of the past upon an evermore fragile future. We will work with you on a better solution, if you will listen.
8/21/2018	Dear Sir, I am writing to express my concern of possible widening I-270. As my house will be taken away in the process of widening I-270, it is extremely vital for me to against this proposal. I did submit another more thorough comments through web page version of comments yesterday, but I forgot the most important part of my comments. I will be directly affected by the Widening I-270 at exit 5 because my backyard is facing 270 and the new lanes will take away my house (in the Rose Hill Falls community) in the process. I moved into Rose Hill Falls community 9 years ago. It is a well-developed community, no sign of potential of this eminent domain risk. I bought house in 2009, and spent quite a lot of money to update/repair it so I can retire here for the rest of my life. Now, this sudden road project will take away my home and my retirement plan all together. I already retired for 2 years, have limited means to cover my living expenses. It will be devastated if I will loss my home and my last investment by this unnecessary new lanes addition of I-270. It is not fair to me and to other Rockville residents. As I stated in my previous comments, I oppose options 6,7, 8, 9, 10 for general reason, now, I am adding my personal impact reason, as stated above, to against any physical Widening I-270. Your consideration of my input is greatly appreciated! Rockville resident,

Date Received	Comment
8/21/2018	write to urge the SHA to reject any proposal for I-270 that involves making the highway wider than it is now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment. Please reply and let me know what the State intends to do.
8/21/2018	I wish to voice my objection to the widening of I-270. The taking of private residential and commercial property is not only devastating to the owners but a degrading of lifestyle in those communities. The continuous widening of roads solves no problems, since more traffic fills the roadway. Storm water management can affect nearby communities. We in Fallsmead have spent thousands of dollars minimizing erosion from a stream through the neighborhood which experiences high water from local runoff. What is the solution? Not easy. As we reach the limits of road transportation, we need to consider more public transportation , even if it means tax subsidies , to force people away from individual driving. We cannot afford to pave the world.
8/21/2018	Put in Buses instead of widening 495! Do the politicians understand that our planet Earth is getting closer to the tipping point when we will get more catastrophes as widespread drought, overwhelming sea level rise, fires, storms, toxic waters and air we breath, unbearable periods of heat, and extinction of flora and fauna? It is time to change the way we have lived. Put in flexible , green buses that run often, when and to where daily commuters need to go. Buses would be a climate positive, and much more cost effective! Please do the responsible math.
8/21/2018	Good morning, On behalf of the Suburban Maryland Transportation Alliance (SMTA), I am submitting the attached letter in support of Alternative #9 as the preferred alternative, along with the recommendation to add a new alternative (#16). Please see our letter for further details – and feel free to contact me if you have any questions Thank you. Suburban Maryland Transportation Alliance
8/21/2018	Hello, I want to register my absolute objection to widening I- 270 through Rockville, MD. I am a Rockville resident and the proposed plan would greatly disrupt and negatively change my neighborhood and others like mine. Our family chose Rockville and our neighborhood because we like many factors that would be destroyed if such a plan went through. Families who are important members of our neighborhood and schools would have to leave, the physical footprint of our neighborhood would change and a beautiful park would have a highway running too close not to impact wildlife. I am opposed to any physical widening of I 270 through Rockville! I would prefer to see reversible lanes on I 270 employed since there is far less traffic moving northbound in the morning and southbound in the evening. Your widening proposal would negatively impact the lives of people in Rockville far more than coping with traffic does.
8/21/2018	To Whom It May Concern, I am resident of King Farm in Rockville since 20004. I am absolutely against the widening of I-270. We need to figure out better mass public transportation as the only intelligent and long term solution to highway traffic congestion!!! I support alternatives such as reversible lanes for the short term. PLEASE DO NOT ADD MORE LANES and increase pollution!!
8/21/2018	To Whom It May Concern: We are writing to oppose further widening of 270 from 12 lanes to 16 lanes through Rockville. From the earliest attempts to ease traffic up 270, more lanes have just created more congestion and bottlenecks up 270 past Germantown and down to 495. A casual drive up to Frederick, and the problem is clear. 270 has never been widened the entire way to Frederick, and that needs to be done first. We suggest adding 8 more lanes - four each north and south all the way to Frederick so the areas adjacent can have their full share of the traffic and their neighborhoods impacted as ours currently are. Stated simply, the current 12 lanes are enough through Rockville! We are open to creative solutions, such as reversible lanes at rush hour. Any addition of more concrete would have a serious impact on storm water management for Watts Branch causing more flooding during rain and storm events, greatly impacting the neighborhoods adjacent to the waterway. In addition, there is added noise, and more congestion in the areas adjacent to the new ramps, bridges and roads. Property values will be affected as well, and not for the better. It is time for widening of 270 to be completed all the way to Frederick before any further widening is contemplated near Rockville.
8/21/2018	I am vehemently opposed to any highway lane expansions in Montgomery County. Expanding roads does nothing to alleviate traffic due to "induced demand." Traffic engineers have thoroughly established that expanding the size of roads will not alleviate traffic. Here is a simple, but well-supported, article on the subject: https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ There are many other options that can, to some extent, alleviate traffic while still enabling an expansion in housing development. I am not opposed to other potential solutions such as updates to the available public transit options or reversible lanes on I-270. Increasing the sizes of the roads is the worst of all possible options and completely counterproductive to the stated goal of reducing traffic in the medium to long-term. I can think of no other issue that will turn me into a single-issue voter for local and state politicians over the next decade.
8/21/2018	Hi, we are residents of Rockville and concerned about the plans to widen I -270. We are opposed to multi-parcel takings to add lanes or widen I-270 north or south.
8/21/2018	Please don't destroy our lovely Woodley Gardens neighborhood with widening of these highways!
8/21/2018	I am against any further widening of the Beltway (495) for several reasons. First, the argument that widening the Beltway will improve traffic conditions is incorrect. First, the larger problem in this area is convincing people that driving is not the best way to access areas in the DMV. Improving public transportation, which will allow less people on the roads and greater air quality, should be the priority. The priority should not be promoting additional automobile traffic, which is a backwards mentality in this age where we understand the issues of Climate Change. Further, widening the Beltway will have negative consequences for families, like mine, who live near the Beltway as construction will lead to higher noise pollution and environmental pollution. In Silver Spring, the Beltway passes over Rock Creek, a protected environmental area, which should not have construction zones near it. I am opposed to all widening of the Beltway and urge you to not do it.
8/21/2018	Any option for increasing the traffic flow is OK except those that involve widening the roadway, e.g., adding additional lanes that would increase the overall width of the road. Doing so would significantly reduce the value of my house. I note that the traffic on the current 12 lane road doesn't move any faster than when it was six lanes since widening the highway in 1990(?) induced the construction of thousands of new homes in upper Montgomery and Frederick counties.
8/21/2018	Hi, I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment.
8/21/2018	To whom it may concern, I live in Rockville near I270 and have for 11 years. Before that I lived in Bethesda near 495. These roads are certainly congested at times but widening them will not solve the problem. Honestly, the bottleneck isn't even in MD. So widening the lanes will not have the drastic improvement such a drastic measure should provide. I strongly urge you consider other options before forcing people out of their homes to enact some of those proposed plans. Please seek a more creative solution to this problem using the existing lanes. Thank you for your time.
8/21/2018	August 21, 2018. Via E-mail (495-270-P3@sha.state.md.us),Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore, Maryland 21202. Re : I-495 & I-270 Managed Lanes Study—Physical Widening of I-270. As a long-time resident of the Fallswood section of Rockville, Maryland, I am writing in respect of the possible physical widening of I-270 in Rockville as it relates to the I-495 & I-270 Managed Lanes Study. I thank Governor Hogan and the State Highway Administration for giving the public the opportunity to provide comment on this very serious issue, and I welcome the opportunity to engage with the State ofMaryland going forward. I write because I am concerned that selecting a build alternative that would require the State to take properties located in the Fallswood, Rockshire and Saddlebrook sections of Rockvillethrough eminent domain or other similar means (i) would have a significant and detrimental effect on the value of the properties being taken and those adjacent to these properties, (ii) would neither be the least costlynor least intrusive means of addressing the traffic-related problems the State seeks to solve and (iii) to the extent it does not amount to an unjust taking under the Fifth Amendment of the U.S. Constitution, wouldrun counter to the State's obligation to protect the rights of its tax-paying residents. The State asserts that it has the second-highest commuting times in the nation and that the national capital region in general faces the nation's worst congestion. In an effort to address the related traffic flow 1issues, Governor Hogan has initiated a so-called "Traffic Relief Plan" that purports to bring " innovative solutions to address the transportation challenges on Maryland's most congested roads, including I-495, I-270,MD 295/The Baltimore Washington Parkway, I-695 and I-95." At the outset, I note that it is incredibly 2 difficult to determine what exactly the State is considering under the Plan and, as a result, query whetheradequate opportunity for notice and comment is being provided to the public. I am not alone. That said, I 3 understand from my communications with the Maryland Department of Transportation, State Highway Administration, that one potential solution the State is considering is a build alternative that would allow the State to take certain private properties, or portions thereof, in the Fallswood, Rockshire and Saddlebrooksections of Rockville. 1 See, e.g. , http://www.roads.maryland.gov/Index. aspx?PageId=580. 2 Id . (emphasis added). 3 See Andrew Metcalf, "Montgomery Leaders Say More Details Needed About Hogan's Highway WideningPlan," BETHESDA MAGAZINE (Sept. 25, 2017), available at https://bethesdamagazine.com/Bethesda-Beat/2017/Montgomery-Leaders-Say-More-Details-Needed-About-Hogans-Highway-Widening-Plan/.Maryland Department of Transportation While the State Highway Administration has indicated that to the extent such a build alternative is selected it would "follow all [s]tate and federal laws and requirements," I am deeply concerned that the build 4alternative would have significant, detrimental effects on the values of the properties in these neighborhoods, including my own. Because the build alternative would require the State to take properties, or portions thereof, located directly across the street from my own, I am concerned that doing so would cause the value of my property as well as those of my neighbors to decrease markedly. Put simply, the closer I-270 is to my property, the graver the risk that my and my neighbors' property values plummet. After all, not too many people would desire a major highway or an ineffective noise barrier running alongside their homes. 5Especially, a highway that would provide for significantly more vehicles. I certainly would not have purchased my home had the proposed widening already been in place, and shudder at the thought of walkingout the front door of my home each morning only to face a concrete wall. What's more, as a practical matter, the State would need only to provide "just compensation" intaking private property through eminent domain. Unfortunately, "just compensation" does not always 6 equate to what may be "fair market value" of the property being taken and, in most cases, is typically lower. 7 In addition, "just compensation" does not—and cannot —account for the time, stress and expense imposed by moving nor the emotional loss of a social network or connection to a neighborhood. In this regard, the State Highway Administration's representation that it would comply with the relevant laws provides absolutely no comfort. In addition, this representation does not acknowledge the potential legal risks and costs associated with the State's taking of private property from its residents. It is probable that residents, businesses, interest groups and others who have standing will litigate to the extent private property is taken. This could be very costly for the State, and would be in addition to the costs associated with actually taking the property—such as the "just compensation" that must be provided to property owners, the cost of any proceedings the State would need to undertake in order to comply with the relevant laws (e.g. , condemnation proceedings) and the reduced tax revenues for those residents and businesses who leave the county or State as a result of their property being taken. One final cost that would be difficult to calculate is the political cost of taking this type of action. While this is clearly harmful for those residents whose properties would be taken, it is equally injurious to those residents who live nearby, including myself. In addition to the problems associated withhaving a major highway run closer to one's home, the likely sub-optimal prices under which the properties would be taken could skew housing price comparables to the detriment of the remaining owners who laterdecide to sell their properties. In other words, if I try to sell my home after properties across the street from mine are taken by the State for below-fair market values, I would be placed at a serious competitivedisadvantage, because the amount paid by the State could ostensibly be used by purchasers as price comparables. To be sure, I did not, and I suspect many of my neighbors did not, anticipate or was aware ofthe possibility that the State could, or would, take property, even upon careful due diligence. 4 E-mail dated July 25, 2018 from the State Highway Administration (via SHA 495-270-p3<495-270-p3@sha.state.md.us>) to Sirimal R. Mukerjee.5 See A. Mital & A.S. Ramakrishnan, Effectiveness of noise barriers on an interstate highway: a subjective and objective evaluation , 26 J. HUM. ERGOL. (Tokyo) 31 (Jun. 26, 1997). 6 U.S. Const., Amend. V. 7 See, e.g. , Katrina Wyman, The Measure of Just Compensation , 41 U.C. DAVIS LAW REV. 239 (2007), available at https://lawreview.law.ucdavis.edu/issues/41/1/articles/DavisVol41No1_Wyman.pdf. Putting aside all of the financial and emotional damage that such an endeavor would create, it is not at all clear that widening I-270 in this manner would, in
8/21/2018	Please, NO PHYSICAL WIDENING OF I-270 through ROCKVILLE! Considered reversible HOV lanes with a cost attached for those who travel alone, free for those who carpool, instead. Or built a second level express lane on I-270. Thank you!
8/21/2018	Hi. I was curious to know if there was a contacts list from last week's meeting that is or will be made available? Thanks again. --- Thank you.
8/21/2018	We are opposed to the current proposals to widen Rt. 270 especially widening the road through Rockville. We oppose this proposal for a number of practical reasons. Fundamentally, we do not believe that widening this road is a sustainable plan considering the social and environmental impact it will have on our community. The current widening plans will: 1. Drastically increase vehicular traffic on that route leading to even more congestion as found in a recent study by Active Transportation Alliance. Wider roads have always led to more development further away from population centers increasing the number of vehicles on the road. More and bigger roads are not the answer to congestion anymore. 2. Require the taking and destruction of nearby homes and businesses. 3. Increase environmental damage, especially in terms of air quality and noise, for those who live nearby. 4. Reduce property values for those homeowners adjacent to a wider Rt. 270 with no redress for the taking of this value. 5. Require the removal of existing storm water management buffer areas, increasing and transferring the cost of controls to local municipalities and private property owners. We are concerned with the level of commitment to properly fund effective storm water management and the quiet transfer of those costs to communities. Our community, Fallsmead, continues to spend hundreds of thousands of dollars to repair and replace facilities that have been damaged by the increased volume and velocity of storm water through our properties as a result of the widening of Rt. 270 in the late 1980s. 6. Result in demands for increased taxes to pay for more services and schools and yet more feeder roads. 7. Finally, cost estimates to widen Rt. 270 are likely wildly under-estimated, as is nearly every public project in the country, to ease their acceptance. Too often, estimating assumptions intended to advocate for the project are used rather than those based on actual experience. We have no reason to believe otherwise in this proposal. We understand that benefits may accrue to some of the political class, developers, construction companies and some commuters. We are also fundamentally aware of who will pay for the downsides of this development: our adjacent communities and people who are left behind holding the bag for increased congestion, run-away development, loss of property values and environmental and health damage to our communities. We urge our state leaders to find alternative ways, including paying commuters leave their cars at home and use of reversible lanes, to ease current congestion and avoiding incurring the penalties we will pay under the current widening proposals.
8/21/2018	Dear Sir or Madam, My name is [redacted] and I live at [redacted] in Rockville, less than one mile east off Maryland Avenue from its intersection with I-270. I am strongly opposed to any physical widening of I-270 in the City of Rockville. Other options that do not involve physical widening, such as reversible lanes, are okay, but any option that takes away land, homes, buffers, trees, or green space will cause too much of a negative impact on my neighborhood and property value. Please do not waste my taxes on this proposal, which I feel will not solve the problem it addresses. Please consider other alternatives, such as expanding Metro to provide a direct route from the Rockville area to Northern Virginia. Also, widening of I-270 and the Beltway will be pointless, since all traffic comes to a standstill at the American Legion Bridge, given its limited number of lanes. A better alternative is to widen the bridge, and/or build a new river crossing further north.
8/21/2018	I understand the need to expand 270 between Clarksburg and Frederick, but please do not expand 495 or 270 until all alternative options have been explored. Our public transit system is a relic from the 1950s. New information technologies like Uber, Lyft etc should be fully explored and experimented with prior to spending hundreds of millions of dollar.
8/21/2018	Study after study has shown that adding lanes to huge roads like these can only slightly reduce the increase in congestion, not actually reduce congestion. Is it really worth destroying homes for something that isn't even an improvement? The only way to actually help congestion is to reduce demand, not increase supply. If you must add a lane, put a dedicated bus/train line not a toll lane. If you need the revenue, increase the gas tax instead of adding tolls.
8/21/2018	To Whom It May Concern I would like to voice my great displeasure over the corrupt boondoggle that is the Beltway Expansion project. This reckless plan will do nothing to alleviate traffic - studies repeatedly show that road expansion only serves to increase traffic.
8/21/2018	I'm just wondering if any consideration is being given to removing the local/express divider on 270 as an alternative to widening the road. As someone who uses this road daily I find this to be a very ineffective means of managing traffic flow that results in backups and it's removal could recover two additional lanes for traffic without widening the overall road surface.
8/21/2018	Good morning, I am preparing a document for the latest public comment period (due August 27th according to my handout) and it contains many pictures. Is there a filesize limit on emailed submissions? If so, would a linked

Date Received	Comment
8/22/2018	I am a resident of Rockville, MD, and am vehemently opposed to any physical widening of I-270. I drive I-270 to work in DC every day and do not understand the purpose. Is the thought to make more lanes that then just have to compress into the available lanes of I-495? This makes no sense. When will we understand that adding more lanes is not the answer! And, taking homes via eminent domain is a horrendous action. Widening I-270 would have a significant negative impact on individual citizens, the beautiful neighborhoods of Rockville, not to mention the environment. I cannot express how much opposition there is in the community with respect to this horrible proposal.
8/22/2018	NO physical widening of I-250 through Rockville. It's a terrible plan that will induce more traffic, pollution, and sprawl. And beyond all that, it's going to force hundreds of people from their homes. All other options should be explored before any consideration of widening the highway. The proposal to add four tolled lanes to 495 and 270 is ridiculous. When has widening a highway ever resolved a congestion problem? When have tolled lanes ever been beneficial to the average person using the highway to get to and from their place of work and school? Please explore mass transit, reversible lanes, or any other creative solutions that will help reduce highway congestion on I-270. The addition of lanes is not the answer.
8/22/2018	Hello, I am writing to voice my concern of the possible physical widening of I-270. I am a new homeowner at [redacted], Rockville, MD. I was very disappointed to hear about the possible lane extension of I-270 which would in effect increase the noise pollution near my home amongst other things. This would include lowered property value and increased cost and hardship in maintenance; as I would have to plant new vegetation to block the closer traffic and noise. There are many alternatives available such as reversible lanes. Increasing the lanes would cause more storm water management, increase of exit ramps and as I mentioned before a possible decrease in home value due to the lose of buffers; which would be green space in my case and in other cases loss of homes. Please do not increase lanes and find an alternative. Thank you for your consideration and understanding towards this matter.
8/22/2018	We are opposed to absolutely any expansion of the beltway (495) in Maryland. We oppose all of the alternatives. No build. Thank you very much,
8/22/2018	To the Maryland Department of Transportation, State Highway Administration I am strongly opposed to any physical widening of I-270. I am a resident of Rockville, MD and, more specifically, I am a resident of the West End neighborhood of Rockville. Widening I-270 would seriously harm my property value, my neighborhood, and our environment. The West End already experiences noise and air pollution from I-270. Widening I-270 would only serve to increase these risks to our health. Widening I-270 would also destroy the Rockville Senior Center. The Rockville Senior Center is vital to keeping our seniors mentally and physically active. Any disruption to these senior services would be devastating to those who rely upon them. Widening I-270 is not the answer. We already tried it. It didn't work. Montgomery County MD is one of the most highly educated places in the US. We should be able to come up with smart and innovative solutions to our traffic problems that do not impact on our neighborhoods.
8/22/2018	To the Study Team, I would like to respond specifically to the proposed widening of I-270 in the area between the Montrose Road exit and 28, inclusive of Falls Road. Personally I am strongly opposed to the widening of I-270. My reasoning is as follows. At the outset I applauded any effort that is made to reduce traffic congestion and thank those responsible for submitting the various proposals. Having travelled from Rockville to downtown DC by vehicle for the past 15 years I know all too well the issues, problems and bottlenecks. I profess that I am no traffic analyst but having the experience of the daily grind of the commute downtown, I feel I can speak to some of the major issues causing the congestion primarily leading to and from I-270. It does not take a rocket scientist to determine that there will be congestion when there is a convergence of lanes or cars entering the highway. Sometimes this is pure volume related, while other times it is due to simply bad or inconsiderate driving. So before there are any plans to widen I-270 one has to first look at the core issues and how they can be resolved. Quite simply. What problem(s) are we trying to solve? Before I get to these core problems let me state something of a fact: The area between the Montrose Road and 28 exits is NOT the problem, any congestion occurring here is caused by other factors. So now let me describe these factors and other problem areas: 1) The American Legion Bridge - this is the only conduit for MD commuters to enter VA and vice versa. It simply cannot sustain the volume and is one of the root causes of traffic congestion along 495 day in and day out. This exacerbated by traffic entering from GW Parkway in the afternoon/evening rush hour, and from other entry points from other main roads. As mentioned before, every entry point onto 495 causes a bottleneck in itself. A second bridge has long been discussed, why have plans not been developed for this? 2) The I-270 Spur - when 495 splits into two lanes entering the Spur going north this will immediately cause a back up due to lane convergence. This is then exacerbated by cars entering the spur from three on-ramps (two from Democracy road from the right, and one from Rockledge Drive on the left). Ironically, traffic then eases as the road widens into the six lanes of I-270. This core bottleneck needs to be resolved, as it is the primary reason for congestion in both directions. In the morning this causes huge back-ups up I-270, and in the afternoon/evening back down 495 all the way to River Road. I seldom drive the area from Silver Spring to go north on I-270 so can't comment on that. 3) The 117/124 lane convergence, then again at 121 - these two separate lane convergence areas are another huge catalyst for traffic congestion going north on I-270 to Frederick. You simply cannot go from 6 to 2 lanes without major slow downs and traffic build up. For starters widening the lanes to three or four on either side going north from 121 will be far more beneficial that widening I-270 in the area I have highlighted. In
8/22/2018	Hello MDOT, I am a resident of Rockville, MD. I strongly opposed to any physical widening of I-270 Highway. It will have have a huge impact on our citizens and our neighborhood. Thanks in advance for listening,
8/22/2018	I live in Rockville in the West End neighborhood. My home sits in the areas marked in some of the widening options. My concerns are that the congestion we experience is not due to the number of lanes in the I-270 corridor immediately South and North of Rockville where we have 12 to 14 travel (local and express) and merge lanes. The bottlenecks are where the number of lanes are reduced. Higher density residential building in the upcounty area of Montgomery and much of central Frederick county put more pressure along the western sections of the highway. Also the spurs connecting to the Beltway generate another bottleneck with the reduced number of lanes. Another issue I have is the practicality of using homeland security as a criteria. Certainly, I hope that support is provided from space and the air in responding to an issue related to local and national security. If it is evacuation that is meant by this criteria, it is understood that there are no amount of lanes that can support local evacuation. There are insufficient gas and charging stations along the route to ever consider evacuation as an alternative in any homeland security event or catastrophe. As we sit through another rainy night, I recognize that extreme weather is becoming routine. The environmental impact of several of these alternatives will continue to endanger the stability of the land, wildlife, and quality of life for Maryland residents beyond this immediate area.
8/22/2018	Governor: Let's be smart. Divert all north-south thru traffic to a new highway running East of DC and rejoining 95 or 295 north of DC. That should be the obvious solution, in my opinion. There should be a REAL east coast freeway. The beltway should be for those who have business in DC and surrounding are.
8/22/2018	I'm writing in opposition of widening I-270. Other options such as mass transits, reversible lanes need to be explored before widening. I believe the pollution risk (air quality) of neighborhoods close to the interstate is an under reported risk. Creative solution need to be explored with physical widening being the last possible solution.
8/22/2018	To Whom it May Concern: As a resident of Rockville's West End Park neighborhood, I am vehemently opposed to your proposed plans to widen I-270. The entire neighborhood would be devastated by these plans--houses would be torn down, trees removed, highway noise and pollution would be overwhelming. Our home of 27 years might be taken from us; if not, the value would be drastically reduced, and all we have invested in improving the home and in the neighborhood would be ruined. Every time the highway has been widened, the traffic volume simply increases, and the traffic tie-ups remain a daily problem. We need to invest in improved public transit and in incentivizing car-pooling, not in destroying the quality of our residential areas to widen what is already a 12-lane highway.
8/22/2018	I cannot believe that the Department of Transportation is even considering widening 270. Outrageous! We learned long ago that more, bigger highways promote more development, which creates more traffic! Stop the madness! Instead of spending this money on outdated, dead end modes of transportation, spend it wisely on intermodal people movers. Do the right thing. Think outside the box. Maryland is a progressive state. We should be leading by example. Thank you for your consideration,
8/22/2018	It seems to me that if more roads were the answer, LA would be paradise. But it's not. Why not do more to reduce the number of cars on the road. It seems to me that, when it comes to roads, increased supply results in increased demand. I ask that you not pursue the expansion.
8/22/2018	I am STRONGLY opposed to the proposed widening of 270 where it passes through Rockville. History has shown that widening of suburban commuter highways (specifically 270) results in only a short term reduction in traffic congestion." If you build it they will come". I have lived within sight of 270 for 49 years and have witnessed multiple past widenings. Each time the traffic congestion is reduced for only a relatively short time until the congestion returns as a result of increased development in Montgomery County and north. Widening also attracts more traffic when people see that the congestion has improved. Widening 270 through Rockville will also result in destruction of many homes (200 or more) and businesses, and for what, maybe a temporary reduction of congestion,. That is not an acceptable trade off. The only proposed acceptable option ,as 270 passes through Rockville, would be one that does not increase the existing 270 footprint, including for new or redesigned interchanges.
8/22/2018	Hello MDOT, I support expansion of I-270 and I-495. The present routes are far too crowded as it's obvious that the infrastructure just hasn't keep up with the population growth in Metro DC. Given the high cost for consumers of using the metro as of the present, I think it would be better to expand the existing roads. If there is concern about the cost, I think that the self-loathing liberal elite (the high-income residents of the area) can pony up the cash to help reduce traffic congestion. Perhaps a fee on e-commerce could pay for it too? Thank you and I hope you make the right decision,
8/22/2018	Dear Planners at the Maryland Department of Transportation, I am a resident of Rockville, who lives about 1/4 mile for the West Montgomery Road entrance to 270. Although my home is not within the potential building zone for a 270 expansion, I am extremely concerned about what an expansion would do to our neighborhood. We are a community-minded, close-knit neighborhood with many families and children. The proposed expansion would wreck havoc on many homes and would also dislocate a favorite neighborhood shopping center with many independently owned businesses, playing fields, a swim club, nursery school and potentially a senior center. These are all spots that makes our neighborhood unique, enjoyable and a community. I have deep concerns about the increase in noise. We are a middle and upper middle class neighborhood, where people's homes are their most major investment and nest egg. The financial impact on home values would be staggering for members of our neighborhood. I do drive on 270 on a regular basis and understand that traffic can be bad (although not as bad as some other places in the DC area) - but there are options,like reversible lanes, that would not impact the neighborhoods and families. I am writing to implore you not to approve a plan that requires homes to be destroyed and neighborhoods to be impacted. Please look for options that do not ruin established communities.
8/22/2018	As a Rockville resident, I believe this project SHOULD MOVE FORWARD IN AN EXPEDITED FASHION. We need better traffic flow and adding additional lanes and or reversable lanes is a positive improvement
8/22/2018	Hello, I have lived in the Rockville area for 5 years and recently moved to Silver Spring, but I wanted to weigh in on this. The mantra of "If you build it, they will come" is being seriously ignored here and there should be a deeper analysis conducted on similar programs around the country. For example, we can look no further than the example in California, More Roads = More Traffic. This is a widely accepted conclusion based on empirical evidence from their DOT, which should not be ignored. We have a chance to learn from the mistakes of others and should carefully consider these findings. https://www.citylab.com/transportation/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/
8/22/2018	Please direct me to detailed diagrams of what would be happening around Exit 6 of 270. I haven't seen such information and so cannot respond to the many notices I have received asking that I oppose the construction. Is there a list of pros and cons for constituents to consider? Please advise.
8/22/2018	We live in Rockville MD near the Falls Road interchange. We oppose widening 270. There simply is not enough room to do so without destroying existing homes and neighborhoods. Please abandon this terrible idea.
8/22/2018	Don't take my mom's house. --- the longest living resident in Woodley Gardens in Rockville. She moved there 57 years ago. How can you dislocate an 84 year old woman? She wants to die in that house. I personally will not allow her to lose her house, my childhood home. My plan is to reach out to every media outlet, if needed. Please reconsider the expansion. Please get back to me and let me know what assurance my mom will have that she can finish out her life in her home. I write to urge the State Highway Administration (SHA) to reject any proposal for I-270 or I-495 that involves making the highways wider than they are now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of "induced demand" so that taxpayers clearly understand what the state is getting for its investment. Additionally, the State should fully investigate public and mass-transit options for relieving congestion. Please reply and let me know what the State intends to do.
8/23/2018	Hello, I am a homeowner in Rockville and have been for almost 10 years. It is a vibrant place with nice parks and pockets of nature. Regarding the proposed expansion of I-270, I oppose. The physical reduction of the green spaces and increased noise pollution that would come with the 1-270 expansion will have a negative impact on the community. I am for progress and in favor of alternative flow patterns. However I am not in favor of expansion of I-270. I would support options such as reversible lanes as long as the footprint of I-270 remains the same through Rockville.

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8/23/2018	The screening criteria listed (Engineering Considerations, Homeland Security, Movement of Goods and Services, Financial Viability, Multi-modal Connectivity, and Environmental) left out a major consideration: Would the alternative disrupt and/or destroy homes, neighborhoods, or entire communities, including the businesses they support? Not including this in the considerations is very telling. It speaks to the low regard given to the effects on the people and their homes that lie in the path of proposed expansion of roadway. I suggest that those involved in the Managed Lanes Study take a walk through the neighborhoods that will be most affected by the project and see first hand what is at stake. Talk to the people you meet along the way and hear what they think of the possibility that their beloved neighborhoods, schools, parks, and businesses might be leveled for the sake of a project that may turn out to be the "biggest boondoggle" in the country as described by the U.S. Public Interest Research Group. A professor at the University of Maryland, Lei Zhang, began a study in Oregon in 2011 which showed that highway expansion is not successful in relieving traffic congestion in the long-term. An investigation by the Oregon Transportation Research and Education Consortium found that projects designed to expand freeway capacity can actually make congestion problems worse - by creating more traffic instead of reducing delays. Any proposal which does not involve expanding the "footprint" of existing roadways would be a much more sensible and logical approach in that it may accomplish the desired outcome without subjecting the people of the State of Maryland to unnecessary costs, noise, pollution, destruction of personal property, loss of community, and stress (which may in itself lead to inestimable physical and emotional problems among the people who's lives will be disrupted or uprooted.
8/23/2018	Support in general for plans to ease traffic flows on I-270 · Plans for highway additions should be within the current I-270 footprint · Urge creative solutions such as reversible lanes · Strongly urge no physical widening of the roadway through Rockville
8/23/2018	Good evening, I am writing this email to you, as a resident of FallsWood, in order to voice my opinion and comment for the P3 project set forth by Montgomery County Although I understand with the growth of our area and increase in our surrounding population, transportation challenges also grow. However this growth should not come at the detriment of fellow residents. As a resident of FallsWood for 20 years (1998), I've taken pride in my community. I've worked extremely hard through the good times and the bad times, in order to enjoy my life to the fullest. As a result, I am concerned with numerous options that have been set worth for the P3 project. Although there's probably always individuals that disagree with any and all options, I will only speak to the ones that are detrimental to the residents of Montgomery County. Although Maryland state laws allow for condemnation of land in extreme cases of necessity for the use of the people of the state, there are far better options. A 4-lane addition of 270 in Rockville will shatter multiple lives in the state. There just seems to be not enough space for this option without hurting many. As a results, I do believe up to 2 lanes of reversible lanes are a viable option in order to prevent the loss of land for residents. These types of lanes have been very successful in areas that are land prohibited and have proven to work. In addition, the 4 lane option would increase the amount of construction, noise pollution and health impact on the residents that live adjacent to the corridor. All the sound walls would have to be doubled if not trippled in height in many areas and 14-16 lanes of highway create massive amount of noise. Therefore, I urge the committee to prevent the additional of lanes such that land and homes are taken from Home Owners and to urge the committee to chose solutions that are mindful of homeowners, their property and their right to live in peace from the constant nuances of noise.
8/23/2018	After much study of the proposals for 495/270 expansion, the goal should be to accommodate more commuters with the least possible disruption to peoples' lives. To this end, I VEHEMENTLY OPPOSE: (1) Widening 495, which would mandate taking people's homes by eminent domain (including mine after living here since 1958) & negatively impacting property values of other homes that would be closer to the highways (2) NO to HOV lanes & (3) NO to tolls which only help a select few, creating bottlenecks upon re-entry. I SUPPORT: (1) elevated light rail down the center of both corridors to & from Virginia (2) converting existing shoulders to lanes during peak hours (3) adding additional lane on outside beyond existing shoulder ONLY IF homes are not taken. (4) management of lanes during peak commuter hours using contraflow & metered ramp merging (5) providing incentives for public transit ridership (6) marketing campaign to educate commuters on proper merging (7) marketing campaign to show benefits of public transit to all types of people - convenience, safety, time savings, gas, car maintenance & insurance savings, reduced stress, eco-friendly, etc. Using existing highway signage to relay messages reminding those stuck in traffic to ''Ride - - Don't Drive''. Americans are becoming more environmentally aware, & just as the public's view of tobacco has changed dramatically over decades, so is its view of transportation changing. Millennials & younger have a different outlook than older people.They are much more likely to think of public transit as 'cool'. Progressive cities such as Seattle, & even Alexandria & Arlington, are offering incentives such as free shuttles & discounted passes to its commuters. Employees of the future will demand that modern companies offer some kind of commuting benefit instead of parking. Amazon's recent search for a location for its HQ2 highlights how important public transportation is to progressive companies.
8/23/2018	Hello, As a concerned Rockville resident, I have carefully studied the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. I support suggested approaches that do not involve the physical widening of I 270 and contribute to increased noise, pollution, and traffic congestion I could support proposal(s) · 2 · 4 as long as it would not involve the physical widening of I 270. · 11 only if I 270 would not be widened 12 A and B · 14 only if I 270 would not be widened · 15 if supporting data indicates its effectiveness I oppose proposals 3, 6, 7, 8, 9, and 10as they would require the physical widening of I 270 (and I 495). My hope is that a similar study is being conducted by Virginia to also study their section of I-495. My belief is that much of the traffic delay experiences for many Maryland residents revolve around traffic congestion approaching the American Legion Bridge from both directions.
8/23/2018	Dear MD DOT SHA, I'm writing to express my concerns over the proposed widening of I-270. As a resident of Rockville, MD, I am against any options that would result in the expansion of I-270 beyond its current foot print, especially if it involves reducing existing buffer zones or encroaching on residential areas. In addition, any proposals involving I-270 must also address the spur to I-495 South and the American Legion Bridge. If acceptable solutions for 270 are implemented, it will only worsen traffic issues on 495 and especially the American Legion Bridge which is already severely over capacity and a major bottle neck for traffic. Reducing 270 from 5 lanes down to 2-3 on the spur currently produces unacceptable traffic issues. Increasing the capacity of 270 will only serve to worsen those issues making travel down to 495 nearly impossible. Further, the spur is poorly maintained with constant pot holes and poorly marked lanes. Any projects must take a more comprehensive approach to solving the metro area's traffic congestion issues as "fixing" 270 will only serve to shift traffic issues to other sections of our highway network that are already over capacity. Thank your for your consideration.
8/23/2018	Good Morning, I have been a resident of the Falls Ridge Community for 26 years. I am totally against any additional lanes on 270. Adding any lanes will just encourage more people to drive. The noise and car pollution has increased considerably over the years. In the past I have used public transportation for years in both Maryland and Virginia. I believe that better use of and extension of the systems in place would help enormously. The metro needs to be extended past Shady Grove to serve the communities past that area, Germantown and beyond. Widening 270 at Falls Road, etc. in no way will alleviate traffic to the north. The HOV lanes need to be extended. They are way too short. They could also be used as reverse lanes for rush hours. Add express bus service from northern neighborhoods to DC and Virginia. These could use the HOV lanes as well. I liked that service in Fairlington to commute to DC. The MARC train service needs to be upgraded. If it can run to West Virginia why not Frederick? There are no alternatives to the commuters in the northern communities past Shady Grove to driving. Add fees for rush hour traffic. The county connector is a good example of the effect of fees. I always take it to avoid the beltway. It is under used. If homeland security is worried about evacuation routes, putting all means of transportation along the same route is extremely counterproductive. One incident can disrupt everything. The more recent merging area of 270 south and the beltway creates a bottleneck consistently. Not the straight lanes headed north. Traffic on these highways needs to be reduced not increased because it is still more attractive to drive. Please keep me updated. Thank you.
8/23/2018	Last night my husband and I walked to Woodley Gardens Park with our grandchild so she could swing on the swings and then walked over to Carmen's for a gelato. Kids were biking from the Woodley Gardens Pool to the park and Carmen's. A flag football team was practicing at the park. The tennis courts were full. If I-270 expands through Rockville, the little center with Carmen's and Hard Times Cafe would be raised, and just like that (fingers snapping) our neighborhood's character would be completely wiped out. There are so many ways you could improve traffic WITHOUT widening I-270 through Rockville. How about reversible lanes at rush hour? How about opening up the bottleneck out in Clarkston? Widen the road up where it turns to just 2 lanes in each direction. It looks like open land up there... not peoples' backyards. How about looking into PUBLIC TRANSPORTATION, which is a long-term solution, not just a temporary fix.
8/23/2018	https://youtu.be/IIN4aFqydJQ?t=1725 Don't worry, Montgomery County politicians and planners could not conceive of an inexpensive rail SYSTEM like this. It is beyond their collective comprehension to plan and build in an economically way. Count the number of fuelish, slow, polluting low capacity buses on one hand.
8/23/2018	To whom it may concern: I am completely opposed to widening the Beltway, 495. It would do irreparable damage to the environment in which those of us near downtown Silver Spring live. We have the wonderful Sligo Creek Park, and the creek is a minor tributary to the Anacostia River. Widening would take away so much of the green space that I and many of my neighbors use. There are practice fields, playgrounds and much wildlife in the park. I have been jogging on the Sligo Creek Trail for over 20 years, and it is heavily used by other runners, walkers, bikers, people of all ages, birds and mammals. A widened beltway would also bring much noise to our neighborhood and take away the houses that are closest to the Beltway. In addition, there does not seem to be evidence that this approach to relieving traffic congestion would really work. There has been much secrecy about the process that makes me and others suspicious that there was not a thorough study to show that the benefits would outweigh the harm caused. There are better alternative that should be explored further that would not harm neighborhoods and the environment like public transportation options. Widening the beltway would also be very expensive, and even if privately operated some of the cost would be born by the taxpayers, the example in No. Virginia is not very promising. Also, the Purple Line is currently under construction, and we should wait until that is operational to see its effect on reducing traffic before looking into more severe choices. Thank you for the opportunity to comment. I sincerely hope that you listen to the voices of all the people who would be effected by the Beltway Widening and find other and better options.
8/23/2018	Good Afternoon, I'm writing to express my firm opposition to the Beltway expansion. It will destroy my home that I have built a piano studio at and force my wife and me to relocate even further out from the city center. We should be looking at expanding public transit, rather than expanding the width of our interstate which will damage or destroy my business completely, along with thousands of other affordable homes (which are already in short supply in the DMV and across the entire country).
8/23/2018	I have carefully studied the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. I support suggested approaches that will use not include multi-parcel takings to add to or widen I 270 north or south and increase noise, pollution, and traffic congestion. I could support proposal(s) · 2 · 3 and 4 as long as they would not involve the physical widening of I 270. · 12 A and B · 14 only if I 270 would not be widened · 15 if supporting data indicates its effectiveness Please do not ruin Rockville and its residents by bringing solutions that won't solve the problem I-270 has, which is lack of flow in congested times. The 270 traffic has specific hard point and by driving everyday, I know what is causing it. Some things to consider: 1) Cars need to cross 4 lanes to move from express to local 2) Spur, creating problems with HOV lanes. I would suggest removing HOV prior the spur on both innner and outer loop of 495. 3) Create express lanes for people that needs to travel to destinations after 370 4) Take 2 lanes from the opposite side depending on traffic hours and you can make them HOV or EZPASS, remove local and express division and you can solve your problem without increasing footprint. You will have 8 lanes supporting the flow.
8/23/2018	It's a REALLY BAD plan ! Any widening of 270 needs to happen between Clarksburg and Frederick. I am just amazed that someone would even suggest any widening near Rockville as a possible solution. Apparently none of your employees actually drive this route. I have lived in the Rockville/ Gaithersburg area for 60 years and watched the mess that you have made of 270. Please recount your data and do the math. You can come up with a better answer. Thank you for your consideration in this matter,
8/23/2018	Dear State Officials, I have lived in Rockville/Potomac for nearly the last 50 years, first in New Mark Commons and then in Fallsmead. Both these communities are about one mile from I-270. I am very much opposed to the widening of I-270 in the Rockville area. I have seen how the previous widening have caused severe deterioration of air quality, added significantly to noise, and created severe storm runoff into our streams. The significant possible removal of more trees and grassy areas along with possible removal of houses would exacerbate these situations.They likely would cause a substantial reduction in the value of the homes in the communities in the affected areas. In addition the taking of homes of families, many of whom have lived there for years, would be terrible., and be inconsistant with the values espoused by Maryland and Montgomery County. Finally, the noise and air pollution, dislocations of major travel routes and further environmental concerns that would be caused by the construction would also present real hardships and health issues. For all the above reasons and more (including whether widening would just cause other more serious problems), I am strongly opposed to the addition of new lanes. The alternative of reversible lanes with no physical
8/23/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. Please consider the options that optimize the current I-270 footprint.

Date Received	Comment
8/23/2018	Dear P3 program, As a person who works and lives in Montgomery county, I do not want physical widening of I-495 if it involves tearing down homes and thriving business areas, destroying parks, reducing green space, and harming neighborhoods. I also do not think a I-495 toll lane is the solution. Instead, consider better alternative transportation options that regular people can afford to use going to and from work. For example, additional mass transit alternatives such as all-day MARC train service. Thank you,
8/23/2018	To whom it may concern, I am writing to state my opposition to the physical widening of Interstate 270 through Rockville, MD. Traffic solutions are a priority for Rockville citizens but not at the sacrifice of our community. I am requesting that the state pursue alternative options for managing high volume of traffic such as reversible lanes or toll lanes. Implementation of these options will preserve the neighborhood community of Rockville while addressing traffic remediation needs. Thank you for your consideration. Sincerely, We have been members of College Gardens Community since 1995. We lived through the first expansion of I270 when we first moved to Montgomery County. The infrastructure that has been build to support I270, such as sound barriers, retaining walls, etc, can not be easily or inexpensively be rebuilt. Widening this road is not a feasible option for anyone, residents, businesses or the tax-payers of Maryland.
8/23/2018	"I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment." Please don’t give traffic domain over our wonderful homes here in Rockville-taking space and homes away would be a terrible thing! ▯
8/23/2018	\I favor the concept of reverse lanes as I travel on 270 often and am aware of the incredible backup in the morning and evening rush hours, but I do not believe the benefits outweigh the costs of destroying homes is the answer, especially because in the end the backup is primarily caused by the limitations of the bridge to Virginia. ▯
8/23/2018	To Whom it may concern We are a property owner at Rose Hill Falls, Rockville.
8/23/2018	Dear Ms. Choplin, Provided is correspondence from Rockville City Manager, Robert DiSpirito, regarding the I-495 & 1-270 Managed Lane Study alternatives. Please include these comments in the official public record. Please feel free to contact me if you should have any questions. Dear Ms. Choplin, In response to the Maryland Department of Transportation (MDOT) public release of alternatives for the 1-495 & 1-270 Managed Lanes Study, I am following up on the Mayor and Council approved letter dated May 14, 2018. As promised, City staff evaluated the alternatives, and on behalf of the City of Rockville, I am taking this opportunity to provide additional comments. I would like to start by thanking the project team for conducting recent public workshops including one for the Regent's Square community, a neighborhood immediately abutting 1-270. Many Rockville communities are concerned about this project, and we appreciate your efforts to engage us throughout the process. As we stated in our prior letter, the City still supports transit as a means of addressing traffic congestion. The City of Rockville is also open to considering highway alternatives such as modified, reversible or contraflow lanes and/or reconfiguring the local lanes as long as these lanes would be completely within the current 1-270 right of way. Specifically, we strongly oppose any alternatives that would result in the taking of residences, businesses, or City infrastructure. Additionally, we oppose any multi-parcel taking, elimination of sound walls, or any potential loss of City property to add lanes or widen 1-270 in either direction through Rockville. Ten City of Rockville neighborhoods directly abut 1-270, as does Julius West Middle School and the Rockville Senior Center. In a worst-case scenario, hundreds of homes and many businesses could be taken, causing major financial and environmental damage to property owners and the city. The Mayor and Council will continue to stay actively engaged in the public input process to ensure that our residents and businesses share their ideas for solutions, and are protected from negative impacts. We ask that you give every possible consideration to our City Manager cc: Rockville City Mayor and Council District 17 Delegation Pete Rahn, Secretary of Transportation Greg Slater, Administrator of MDOT State Highway Administration
8/23/2018	I am writing to express my objection to plans to expand 495 with toll lanes. I believe that traffic congestion can be addressed through other means, primarily mass transit and, eventually, driverless cars. The negative effect on neighborhoods and taxpayers is not worth the marginal benefit.
8/23/2018	To the Maryland Highway Administration: I appreciate the opportunity to comment on the proposed widening of 270 thru Rockville. I was appalled to learn that the state is considering adding 4 more lanes to 270 as it passes thru Rockville as one of the build options for relieving the congestion on 270. I strongly urge the state authorities to NOT widen thru Rockville, but to consider other alternatives. The negative ramifications for myself and my neighborhood are extensive. I have lived here in Rockville at my present home since 1977. I have worked hard to contribute to my community to beautify and enhance our neighborhoods to make this a wonderful community to live in. The thought of 270 even more than it already does - slice thru the community, and disrupt and ruin all we have accomplished is beyond sad and unsetting. And the personal reality of 270 becoming possibly my most immediate next door neighbor is very unnerving. Julius West Middle School, which just completed a major enlargement, will loose its athletic field. This field is an essential recreational area for the entire larger neighborhood as it hosts many soccer team practices and meets, as well as provide needed recreational opportunities for the students at the school. A junior high without any recreational options will become a very undesirable school, negatively impacting the entire Rockville community. I am sympathetic to the frustrations of drivers north of the city who get caught in traffic. But to so diminish the quality of our lives, and to almost surely dramatically decrease the value of our homes is not a fair solution. As the population of our state increases, making the highways wider and wider to accommodate more and more cars is a very bad catch-up solution that penalizes already existing neighborhoods for newer farther out ones. Since transportation is so critical, why wasn't that need taken into account before so much development was allowed along the 270 corridor. It is certainly time for creative and long lasting solutions. Not more of the same.
8/23/2018	Hello - I am strongly opposed to widening 270 near exit 6. The road is already wide enough and any additional width will have a tremendously negative impact on my neighborhood. Besides, widening isn’t even necessary. I commute on 270 every day. At peak rush hour the north bound lanes are packed but moving, while the south bound lanes are practically empty. Please look into more efficient use of the EXISTING capacity by increasing HOV or using reversing lanes. Also, with the advent of driverless cars there will probably be less need for extra capacity as more cars can safely share the road. It would be a terrible mistake to spend so much money now on infrastructure and ruin people’s homes when there’s plenty we can do with what we already have.
8/23/2018	• No physical widening of I-495 is worth tearing down homes and thriving business areas, destroying parks, reducing green space, and harming neighborhoods • Better transportation options that regular people can afford to use going to and from work. • Mass transit alternatives such as all-day MARC train service from DC through Silver Spring and Kensington to Frederick. PROGRESS, YES But Not at the Expense of our Neighborhoods Numerous studies have shown that highway expansion is not a long-term solution to traffic congestion. We are NOT against progress, better traffic flow, or improvements to our transportation system as a whole. We believe the state can improve transportation within the current 495 footprint, without damaging our neighborhoods.
8/24/2018	I don’t agree with this project
8/24/2018	We strongly oppose SHA plans to widen I-270 along the Rockville corridor! We're not sure of the implications of Administrator Slater's statement about staying within the "right of way" because that still might involve taking property on either side of the existing physical lanes of I-270. We live in Regents Square in Rockville, a neighborhood that would be severely impacted by any widening beyond existing lanes. We used to live at the corner of Falls Road and the area that now hosts the I-270 Falls Rd interchange, and we had to relinquish 566 square feet of our backyard in the 1970s so the state could relocate the gas lines along 270. Please preserve the integrity of our homes and communities, and choose the no-build option that respects family, community, and environmental concerns. Your design engineers can work with modern methods to move traffic more efficiently without tearing down homes. Thank you!
8/24/2018	To Whom it May Concern, I have attended all of the public forums and workshops including this last one where 16+ possible options were briefly touched on. I also attended several breakout sessions to get answers from the experts. I don't believe enough information was provided about the various options to be able to voice specific concerns about each option. Instead I will offer comments on what I want and do not want in any solution to help with traffic congestion around the 495 beltway. First, I object to the assumption that only through a public-private partnership can we help to alleviate congestion. If you use a PPP criteria for considering which options to study further, then you automatically eliminate a number of very viable plans that could help. The money needed to address the situation is dependent on the options pursued. Presupposing the need for a public-private partnership means you have already determined an exorbitantly priced solution is the only solution. Second, I object to any solution that widens the footprint of the existing beltway and 270. There is no solution that can justify the taking of homes, parkland, the Sligo Creek Golf Course, and other amenities that abut the beltway and 270. I believe that there are measures that can be taken to improve traffic flow within the existing footprint. I travel the beltway practically every day. I try to adjust my travel times to avoid rush hour. Generally, traffic moves fairly smoothly – certainly not always at 55 mph, but fast enough. My observation has been that when traffic grinds to a halt or slows to less than 40 mph, it is because there has been an accident. Let’s take measures to cut down on aggressive drivers and try to prevent accidents that stifle traffic flow. Third, I oppose adding toll lanes to the beltway – particularly lanes for which the tolls vary based on usage or time of day. Roadways that operate this way – like the ICC – are underutilized because they are cost prohibitive to the majority of citizens. There are also examples from around the country and right here in Northern VA. that clearly show the drawbacks to this model. Finally, I support measures that will reduce the number of cars trying to use the beltway or 270. There are plenty of studies that show increasing the number of lanes does not decrease the number of cars, but instead, increases it. Give citizens reasons to seek alternative transportation. A lot of things could help drive this behavior change: 1) dedicated HOV lanes; 2) city fees for driving into D.C. during business hours - like London and other large metropolitan cities impose; 3) increased public transportation options – MARC trains, Rapid Bus, connect NVA and Beltville with new above ground Metro route. The future is ways to get around without a car. Let’s embrace that future. I would appreciate confirmation that my comments will become part of the public record.
8/24/2018	Hello- I would like to express my concern and discontent with the proposed highway expansion plan for 475/capitol beltway. More lanes, more traffic. It will not resolve the congestion and will create additional hazards like pollution and elimination of housing and community amenities. It also furthers disparities and inequities by creating a user fee (eg toll) that balances a disproportionate burden on lower income families.
8/24/2018	Dear Sir or Madam, I am appalled with your consideration of plans to widen the Beltway in the proximity of my Woodmoor neighborhood. I cannot see the feasibility of this widening as it dramatically impacts the people living nearby who will be displaced when their homes are leveled, to provide the addition of more lanes in the hope of reducing traffic congestion. In addition, the exorbitant cost for this project, being funded by a toll will only put an additional burden on consumers who cannot afford the expense. This is an ill-conceived plan which will not benefit citizens in the future.
8/24/2018	Hello, I would like to express my disapproval with the proposed plans regarding 495/270 widening. I see nothing in those plans that indicate an investment into improving our public transportation system. You keep building roads to try to improve traffic, you're only going to make it worse. Studies have shown that more roads lead to more traffic, not less. The best way to alleviate traffic is to get people off the roads. I don't mind
8/24/2018	I am writing to express my strong opposition to any possible widening of I-270 in the City of Rockville. Have any of the state employees considering this initiative (including Governor Hogan) actually driven I-270 North to understand how wide it is in Rockville and how, no matter how many lanes you build in Rockville, it still funnels into a two-lane highway north towards Frederick (and south it funnels onto the Beltway -- good grief)??? I-270 is already 12 lanes across in Rockville! There is no reason to believe that adding additional lanes would alleviate traffic. One of the main problems in this area is the rabid development north of Rockville (including in Clarksburg) that is adding all kinds of traffic w/o providing any public transportation alternatives -- the planning is absolutely ridiculous. The ICC was built to alleviate traffic -- did it help??? As numerous studies have shown, adding more lanes to a highway simply leads to a greater number of vehicles using the highway, contributing to continued congestion, noise and air pollution -- the "smart Growth" idea of development hasn't worked -- without valid public transportation options it can't work... everyone still gets in their cars!!! In addition, my child, and many others (do a Google search about the rise of asthma in children) suffers from ASTHMA... adding more cars to the roads adds more pollution/particulate matter to the air we all breathe, but moreover the air our children breath... add that to climate change heat and humidity and we have another recipe for a public health disaster... (not to mention the Trump administration's efforts to rollback air pollution standards). Governor Hogan has given lip-service to environmental protections -- well, here's a change to do something other than making it worse.. There are far better uses of my tax dollars/any funding that would actually help the state in its goal of improving transportation -- numerous alternatives have been considered, e.g., commuter buses, existing traffic lane management, but there has been no genuine long-term effort to incorporate public transportation fixes!!!. In addition, as a long-time Rockville resident (I live at [redacted]), I am strongly against any plan that would result in eminent domain of private property adjacent to the highway. As previously noted, I-270 is already 12 lanes across in Rockville! I urge you to take the concerns of the citizens of Rockville into consideration and remove all alternatives involving the widening of the footprint of I-270 from the Managed Lanes Study. I expect more thoughtful and considered initiatives from elected officials and state planning staff.
8/24/2018	Dear State of Maryland, As a resident of Rockville, I write to you to express my clear opposition to widening I-270. The road is already too loud. More cars, and eliminating buffer trees and wetlands, just means more noise pollution in our community, echoing over the highway toward the west and the east. More lanes instead of trees on the sides of 270 also means more rain runoff, less water absorbtion, and more erosion. Widening roads without controlling development just brings more development until the traffic is again at a standstill. I know that we can do better for Rockville and for our state.

Date Received	Comment
8/24/2018	https://www.washingtonpost.com/transportation/2018/08/23/they-must-have-some-idea-residents-want-more-details-about-proposed-widening-beltway-i-/ 'They must have some idea': Residents want more details about proposed widening of Beltway and I-270 www.washingtonpost.com Maryland to narrow down potential construction options after Aug. 27 comment period deadline. Here are the various ideas that I have put together from various sources as alternate proposals to beltway widening https://tinyurl.com/beltwayoptions My suggestion is to have a large scale meeting with elected officials and reps from State government, state and county legislators and candidates in September or October. With an opportunity for citizen participation. That is how we killed proposals for US29 expressway in the 1980s. -- Tony Hausner Founder, Safe Silver Spring safesilverspring.org Past Chair, AAII Chapter Leaders Executive Committee aaii.com Program Co-chair and Past President AAII DC Metro Chapter aaiidcmetro.com Cell: 301-641-0497
8/24/2018	I have been a resident of the city of Rockville for over 40 years. I have always enjoyed the parks, green space, and feeling of community in my neighborhood. Over these many years I know that with more housing, and more commercial areas in Rockville and beyond came more traffic and more congestion. While I would like these last two areas of more traffic and more congestion addressed, I also do not want to destroy the quality of life my neighborhood gives me. Thus, under no circumstances do I feel that I-270 should be widened if it means taking away existing houses and businesses. Alternative methods such as reversible lanes should be considered to alleviate the traffic and the congestion. We had a pedestrian bridge built by the city and county about 8 to 10 years ago that crosses over I-270. If the on-ramp at 28 south of Hurley Avenue is widened I'd hate to see that wonderful bridge for pedestrians and bikes sacrificed. Please consider these comments and concerns of mine as you move forward. Thank you very much, Proud to live in Rockville, Montgomery County, and Maryland
8/24/2018	I live along the Watts Branch Parkway portion of I-270. I'm in favor of options 1, 2, 11, and 12A. Based on 20 years of commuting to DC and Arlington, VA, the major bottleneck heading south in the morning is I-495. I-270 is funneling six lanes of traffic to I-495, a four lane interstate. In addition, the local and express lanes on I-270 funnel/restrict traffic causing the uneven flow of traffic where multiple stretches of the six lane interstate remain underutilized. Removing the local and express lanes along I-270 would reduce the multiple decision points easing congestion without physically expanding I-270.
8/24/2018	Dear Sir/Ms: I am a regular rush-hour commuter on I-270. It is frustratingly slow. While I think that improvements should be made, the State's focus should NOT be on increasing the footprint of the highway (it is already 12 lanes already!), but on less costly efforts such as Transportation System Management / Travel Demand Management (Option 2). The cost of expanding the roads' footprints would be outrageously expensive, with little prospect of prolonged benefit. History has taught us that increasing the number of lanes, including new toll lanes, rarely leads to permanent congestion relief because it causes more people to drive than before. In fact, this has happened on the very same roads targeted for widening in Maryland. Widening parts of I-270 to lanes in the 1990s almost immediately failed to work. Rather, my experience commuting on I270 is that it is surges of merging cars that causes backups in local lanes, as well as insufficient merge lanes, things that can be inexpensively addressed. We should be encouraging people to use mass transit (which I do on days I don't have to drive). I have been doing the same commute on -I270 for that past 20 years. However, the highway is not noticably slower than it was 20 years ago, despite large population growth upcounty (e.g. Germantown) and in Fredrick County. Why is this? The congestion is motivating people to use mass transit--which is good. Moreover, technology is making telecommuting easier. After my DC-based firm instituted a liberal work from home policy--and provided the technology to support it--about two thirds of workers work from home rather than going to the office. I have no doubt that this lessens the demands on I-270 and I-495. This is the wave of the future. It is absolutely the worst time to throw billions of dollars into new roads. Finally, I am absolutely opposed to public private partnerships funded by Lexus lanes. Public infrastructure projects should be funded by public funds. Public goods should be equally available to all citizens, not just the wealthy.
8/24/2018	Hello, I'm writing to express concern with the proposed widening of 495 and 270. While I agree that Maryland's infrastructure is woefully inadequate, Maryland should focus money in more mass transit. I commute from Howard County to Washington DC. I would personally prefer more service on MARC including express trains to DC, increased funding to Metro, etc. Studies show that we can't keep widening roads and expect to solve transportation issues. Please consider putting more money into mass transit as opposed to this highway expansion.
8/24/2018	To whom it may concern, As a Republican taxpayer, I am concerned about the proposed extensions/modifications to the I 270 highway through Rockville. I was unaware of these proposals until a week ago. I am so concerned that I am writing to register our family's concerns. Our household supports solutions that include improvement of mass transit and traffic management alternatives (#14A,B,C) that do not involve the physical widening of I 270 and contribute to increased noise, pollution, and traffic congestion that would result. However, we recognize that Gov. Hogan is up for re-election and attention to alleviating the congestion on the southern I270 connection to 495, as well as the Legion Bridge congestion, would be helpful. We have studied the other proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495. We support suggested approaches that will use not include multi-parcel takings to add to or widen I 270 north or south, and thus result in increased noise, pollution, and traffic congestion. There are environmental (nature preserve,) as well as neighborhood preservation concerns that arise with such proposals. There is no desire to see increased congestion on the entrance and exit ramps currently existing in Rockville. Therefore, we oppose proposal 6,7,8.9,10, 11 and 12 outright. We could support proposals such as proposal #2, perhaps #3 and #4 as long as they would not involve the physical widening of I 270 # 13 A and B –as long as they would also NOT involve physically widening I270.
8/24/2018	It is essential that sound barriers are included in all alternatives. They should have been installed years ago !
8/24/2018	I am vehemently opposed to widening 270, there r other alternatives that the committee should look at.
8/24/2018	Our neighborhoods are at jeopardy here. Consider reversible lanes.
8/24/2018	Hello, We are residents in Marcus Court and are very unhappy with the outcomes of this project. We would hope that you hear us out and not follow through with the project.
8/24/2018	Hello, Is this the email address to send in comments on the 495-270 managed lanes study?
8/25/2018	I have carefully studied the options presented in the Maryland Department of Transportation I- 495 and I-279 Traffic Relief Study. I support suggested approaches that will use not include multi-parcel takings to add to or widen I 270 north or south and increase noise, pollution, and traffic congestion. I (we) could support proposal(s) • 2 • 3 and 4 as long as they would not involve the physical widening of I 270. • 12 A and B • 14 only if I 270 would not be widened • 15 if supporting data indicates its effectiveness I adamantly oppose proposals 6,7,8,9,10, and11 as they would require the physical widening of I 270 (and I 495).
8/25/2018	To Whom it May Concern, I am a resident of the College Gardens neighborhood in Rockville. I am opposed to the widening of 270. I do not feel this will alleviate the traffic problems and it will create many other problems for neighborhoods and the environment. Sixteen lanes of roadway is just too much for an area like this.
8/25/2018	To Whom It May Concern: I am writing about the proposed widening of I-270 through Rockville. I live in Woodley Gardens, a neighborhood potentially affected by the addition of new lanes in the I-270 corridor. I urge your team to focus on options that will leave our neighborhood and local shopping center undisturbed such as reversible lanes, mass transit, or widening I-270 north of the metro area where it is now only two lanes each way. Thank you for your work to provide viable solutions that will relieve congestion on the highway with minimal impact on long-standing communities.
8/25/2018	Dear Maryland Department of Transportation Officer, After reviewing the 15 proposals presented in the Maryland Department of Transportation Traffic Relief Study for I-270 and I-495, I support the options that do not include multi-parcel takings to add to or widen I 270 north or south as they would increase noise, pollution, and traffic congestion. I support the following proposals: · 2 · 3 and 4 as long as they would not involve the physical widening of I 270. · 12 A and B · 14 only if I 270 would not be widened · 15 if supporting data indicates its effectiveness I oppose proposals 6, 7, 8, 9, 10, and 11 as they would require the physical widening of I 270 (and I 495).
8/25/2018	To Whom It May Concern, I am writing to express my opposition to the proposed plan to widen the Beltway and 270. I think that this is an extremely outdated, short term vision. First, how many trees will be torn down for this project? Because in case you hadn't noticed, our temperatures are rising. Trees sequester carbon to help reduce the concentration of greenhouse gases in the atmosphere. Trees produce the same cooling effects as an industrial size air conditioner, so the more trees the more energy savings for residents. Trees provide shade, cleaner air and homes for wildlife. Montgomery County increasingly seems to love to cut down trees, which is not only detracting from our aesthetics but it's actually highly destructive to our environment and ultimate quality of life. Next, this plan is such an antiquated approach. Studies show again and again that expanding highways only exacerbate the problem--more lanes, more traffic. If the Governor wants to put a bold, innovative plan out there, why is he not thinking outside of the box and recruiting the brightest minds and creative thinkers to develop a plan that will actually solve the problem? This plan doesn't address big picture problems--how to support growth on a comprehensive scale. In downtown Silver Spring alone, there are high rises being built everywhere--we keep building up and yet our transportation grid keeps building out. There is not enough road space to accommodate the amount of commercial and residential development. Expanding the highways is such a short term fix with huge detrimental costs to the communities that this will impact. I ask that the Governor rethink this ridiculously costly and uninspired plan and instead start considering a completely different approach--whether it's modernizing our public transit system, partnering with tech companies on positive ways that computer technology can flip our highway system on its head, attracting big businesses to Maryland's struggling communities with room to grown--like on the Eastern Shore, and making these communities places where people want to live so that they don't need to commute to work. Check out Bentonville, Arkansas and what Walmart has done to make a small town in Arkansas one of the coolest cities in the U.S. so that people want to live and work in Bentonville versus commuting to Little Rock or living in other cities. This is a small but mighty example that shows what big vision looks like. I was born at Holy Cross hospital and grew up in Silver Spring. After graduating from the University of Maryland, I explored the country and lived in many places for a 20-year period. Five years ago, I returned to Maryland and bought a house in Woodmoor, the same neighborhood where I grew up. My parents have lived in Woodmoor for more than 50 years. We have all made conscious decisions to live in Maryland and Montgomery County because it offers a good quality of life. Hogan's plan to expand 495 and 270--adding more traffic; threatening neighborhood homes and businesses like in the Woodmoor area; continuing to reduce our tree canopies; and turning this area into one big concrete, gridlocked mess is very bad, unenlightened thinking. Maryland and Montgomery County residents deserve better than this. I urge you to scrap this plan and develop a plan that actually makes sense.
8/25/2018	Dear Sir or Madam: As a resident of the Rosemont subdivision in Gaithersburg, whose property lies near I370 and I270, I am opposed to any widening or adding of lanes for providing traffic relief, which you claim your Traffic Relief Plan will do, because such measures will add only to the excessive traffic noise that we already experience in our backyard, front yard, and all over the neighborhood. I urge you to consider improvements to mass transit as a way to provide traffic relief.

Date Received	Comment
8/25/2018	To Whom It May Concern: I reside at [redacted] in Rockville, Md. a few short blocks from Exit 5 , Route 270. I am writing to oppose the physical widening of Route 270 through Rockville, Md. I also travel to York, Pa. via Route 270 and Route 15 to visit my Mother in York, Pa. and travel during rush hours and non-rush hour times. The addition of any lanes in our are would be draconian and not solve the traffic congestion for the following reasons: 1) The bottleneck occurs on the I495 bridge over the Potomac River. 2) It also occurs when the traffic approaches Frederick at approximately Exir 22 (Hyattstown). At that point the road narrows from 6 lanes to 4 lanes with no access lanes. 3) The worse case scenario (15) would impact on Julius West Middle School,3 churches, nursing homes and day care centers.It would also destroy affordable housing on Azalea Drive and other residential development along 270. Property tax revenue from the loss of such properties would be eliminated, shifting and increasing the tax burden to the remaining Rockville property owners. I support the reversible lane option as it would cost the least and have the least impact on Rockvillle neighborhoods. I strongly recommend a study on 1-270 in Frederick County in tandem with any Montgomery County options, because one directly impacts the other. In conclusion, I oppose any physical widening of I270 through Rockville.
8/25/2018	I live in Gaithersburg, MD, therefore I'm affected by the congestion on I-270 and I-495 daily. I think that tolling MD highways is a bad solution to that problem. Widening highways should not be done the Virginia way by introducing tolls on highways that people need to get to and from work daily. I-highways are supported by federal funding to a high degree with a state paying a small percentage of construction costs. The MD government should make the case to voters for adding a surtax to MD income taxes to support our portion of the cost for these improvements, not simply add tolling to existing highways. It would put MD at the mercy of private corporations when tolls are priced. I was not in favor of tolling MD 200, but it happened mostly because few federal funds were involved. That shouldn't be the case with these projects. Tolls negatively impact highway users reducing the free flow of traffic and driving traffic to secondary roads. Also, tolls are regressive, while the MD income tax is progressive. Lastly, funding the CCT in Montgomery County would go a long way toward relieving the congestion on I-270 and I-495. What needs to be done is to widen I-270 to 3 lanes north and south bound to reduce the merge points that exist today between Clarksburg and Frederick, MD. Eventually, the CCT could be extended even further toward Frederick. If the Metro and CCT were free, or nearly so, to MD residents, I believe that highway congestion would really drop. That subsidy could be an income tax surcharge for the counties that benefit most. Commuters and other travelers should have alternatives. Automobiles are not the best solution to transportation issues.
8/25/2018	Governor Hogan's proposal to add 4 toll lanes each to I-270, the Capital Beltway, and the Baltimore/Washington Parkway would be one of the biggest and most expensive highway expansion projects in the country and could cost hundreds of residents their homes. The $9 billion price tag for these projects doesn't include the costs to our environment and our health from increased traffic, air pollution, and climate change emissions or the disproportionate toll this project would have on overburdened and underserved communities. The Maryland Department of Transportation needs to account for how moving more cars along these roadways would increase emissions and evaluate how this will impact the state's ability to meet its legally-mandated requirement to reduce carbon emissions 40% by 2030. Highway expansion projects like this consistently create "induced demand." The phenomenon of having new roadway capacity opens up the highway to more commuters and cars, then developers and business can move farther out creating more sprawl, and within a few years roads become congested all over again. Because tolls would fluctuate based on congestion levels, tolls during rush hour could easily exceed $40 each way as shown by similarly managed lanes in Northern Virginia! The State Highway Administration must not permit the building of roads only the very wealthy can afford! We need Maryland to make smart and necessary investments in public transit, bikeable and walkable communities. We need to focus on moving more people, not on moving more vehicles. Bus rapid transit, expanding MARC Brunswick service between Frederick and Washington DC, encouraging more telecommuting, investing in bicycle and pedestrian infrastructure – these are all solutions that can reduce the number of cars on the roads, helping to reduce emissions. This is how the State Highway Administration can help reduce congestion -- by focusing resources on providing clean and equitable transportation options -- including transit, biking, and walking.
8/25/2018	I am opposed to any physical widening of I-270 through Rockville that would require that homes that currently border I-270 be taken through eminent domain. It makes no sense to take away homes from closer in suburbs to facilitate commuting from further away. I would be in favor of removing the walls that currently separate the local and through lanes if space is needed for additional lanes. Another alternative that I would support would be to remove the center wall dividing the Northbound and Southbound lanes and replace the current HOV lanes with two "express" lanes that could alternate directions during the morning and evening rush hours. Please DO NOT DESTROY established neighborhoods in Rockville for this project.
8/25/2018	To SHA re. Hogan proposals to add lanes to to I-495 and I-270: We oppose not only construction of new freeway lanes, but any further study of these freeway widenings. New transit services are the only conscionable transport improvements in the face of environmental, sustainability and equity realities. Widenings have not helped in the past and even less likely to help in the future.
8/25/2018	Hi,These are my comments on plans for 495 and 270. General suggestions: 1.Start thinking many decades ahead, like the West Europeans do. It's time: Montgomery County and Princes Georges County are filling up.2.Plan comprehensively. Planning for roads, mass transit, housing, recreation, education, and jobs need to be done holistically to work well, because each aspect influences all the others. For example, incentives for denser development and work-at-home will lighten traffic load. Suggestions regarding the framework: 3.Requiring transportation improvements to pay for themselves in dollars should be low priority. Much higher priority is serving the needs of everyone to move around efficiently at less cost to people's well-being and the environment. Serving these higher needs will compensate for higher initial costs. 4.If the state goes ahead with the P3, it needs to ensure that the P3 always decides for the good of the public. 5.I question whether moving goods by truck should be a screening criterion. Goods are candidates for public transit freight options. We have freight trains; how about freight public "buses"? 6.As in the past and elsewhere, every option to enhance roads for private vehicles will result in the road filling quickly. They are always losing and futile options. (An exception is MD 200, which still isn't full. See comment #12.) Transit comments: 7.A compromise between heavy and light rail is to offer a combination of express service between the most popular stations, and local service. The same options can be offered for buses. 8.Transit use would increase if smaller feeder vehicles, such as vans and half-buses, went deep into neighborhoods to pick up commuters, children, shoppers, families, and the elderly, who should be discouraged from driving a few miles to a transit station. I observed these used successfully in Bolivia. 9.Smaller transit vehicles are good for increasing the frequency of bus service on medium- and less-popular routes. Studies have found that the main barriers to transit use are waiting more than 5 minutes for a bus, and having to transfer. Using smaller "buses" (half-size buses, large vans, and minivans) to service new routes will get people out of their own cars and start a virtual cycle of more reliance on convenient mass transit. Cochabamba, Bolivia, is a sprawling large city that successfully uses mostly half-buses and vans; most of the vehicles on the roads are public. 10.Consider higher subsidies for mass transit infrastructure than for private vehicle infrastructure. 11. Alternative 15. Buses should be on the right-most lane. They are dangerous and disrupt traffic flow when they cross lanes. Highway comments: 12.Short term, lowering the toll on MD 200 will ease traffic for parts of 270, 495, and also 95. 13.By 2040, automated private vehicles and buses will be able to coordinate with each other to drive more closely together and at the same speed. You should consider this. 14.More than 4 lanes together without barriers is dangerous. 15.Using the shoulder for traffic is dangerous. 16.270 in Frederick County needs to be included in the plans. Northbound evening traffic will continue to back up and impact all of 270 and some of 495 until 270 in Frederick County is widened. 17.Consider changing HOV-2 to HOV-3 for heaviest traffic times. 18.Alternative 2. Blocking entrance ramps to control when and how-many vehicles can enter the highway will cause traffic backups on the roads that connect to the ramps, which they are not prepared to handle. Developing the roads that connect to the ramps will result in even more costs that will need to be considered. 19.Making the highway footprints wider will require massive eminent domain of houses and business. The affected areas are each part of distinct neighborhoods that have been planned from the outside in. Chopping off one side of each neighborhood will result in horrible physical scars and internal dysfunctions. I object to widening the highway footprints.
8/25/2018	I am a resident of the City of Rockville who has lived adjacent to Route I-270 since 1969. I have therefore seen the highway widened with the resultant increases in traffic. I would like to go on record as opposing any plans which involve widening the road. Alternate methods such as reverseable lanes should be explored rather than techniques that would involve the acquisition of additional right of way.
8/25/2018	I disagree with this strongly. Widening 270 would not alleviate any traffic situation, crashes will continue and it will simply be more lanes at a standstill. Please consider extending 370 to Virginia, which would alleviate much of the 270 traffic for those using it to travel across the Leigion bridge.
8/25/2018	Please do NOT widen the beltway. I live 2 blocks from the beltway in Kensington, MD, and I am very much against this proposal.
8/25/2018	Hello, I want to be sure you're aware of a study by professor Lei Zhang at University of Maryland College Park, conducted in 2011, that showed that expanding already large highways caused more harm than good 15 years or so down the road. A case in point is the Katy expressway in Houston. It was expanded and for a couple of years it was fine, then more businesses and houses were built, and today it's a bigger mess than ever. I don't know whether price managed or HOV lanes versus general purpose lanes would help.
8/25/2018	I certainly hope that we can rely on Administrator Slater's comments as reported in The Washington Post article Thursday— that the state plans to work within the existing right of way to improve the highways—495 and 270. I understand that it's not always possible, but in my community in Rockville, expanding beyond the existing right-of-way as I understand it would destroy homes, a senior center, a couple of churches, a daycare center, and a lovely little shopping center that provides a safe gathering spot, especially for the young people in our neighborhood. The shopping center is home to at least 11 small businesses. It makes it possible for people who are not mobile or do not drive to do all their shopping and have many needs met without having to drive. They don't have to drive except for major grocery shopping trips and to see their doctors. Everything else is provided for by the merchants in that shopping center now that a Corner Market grocery store and pharmacy has gone in there. If all the townhouses on the west side of Azalea Drive were demolished, an entire community — not just a neighborhood—would be destroyed. Route 270 is 12 lanes alongside Rockville. Isn't that enough to work with?
8/25/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. The only sensible option to move more people more efficiently is to invest in mass transit, not expansion of roads.
8/25/2018	Dear review team, I am a homeowner in Rockville and have lived here since 1983. I support Governor Hogan's efforts to improve transport in the area and offer these comments to assist in that effort. My first concern is with the scope of this study. I realize that you have to study pieces in manageable chinks - it's not possible to do everything all at once. But the discussion lacks sufficient context to evaluate these proposals effectively. For example, the question of managed lanes or HOV in Maryland is influenced by the options once across the bridges into Virginia, especially on the western side (American Legion bridge). I understand where the Governor's direction came from - the Beltway and I-270 are serious problems and they need to be addressed. But the scope of the problem does not and should not determine the scope of the solution, and that is how the process is going right now. This is classic stovepiping and if left unaddressed will ignore options that should be raised now, and probably addressed in a separate study. Many studies have shown what road users have long known - there is a very large commute volume from homes in Maryland to work in Northern Virginia [I've done it more often than I care to remember]. Of course there are many other traffic flows but this one laid upon them is dominant. As an example, working for various companies I commuted for couple of years to Herndon and afterwards to Columbia (before ICC). The commute to/from Herndon was always painful and slow however getting to/from Columbia was fast and easy, except for the short stretch on I-270. So takeaway #1 is to pay attention to home-work commute from Maryland to NoVa. A second question is to find where it comes from. There are lots of studies and your presentation includes some interesting numbers - but here again are my observations of the traffic in the morning, which is the best time for gauging the commute. Most traffic on I-270 S takes the west spur towards NoVa. That's why getting to Herndon is awful and going to Columbia is easy. Similarly on I-95 S, the backups were always on the lanes heading west onto I-495, and the traffic going to I-95/495 east/south was lighter. I did not ever work down in the vicinity of the Wilson Bridge but did drive back and forth at rush hour enough times to get a sense of the traffic. It's heavy but not cripplingly slow. Takeaway #2 is to establish a rank order of problem severity:- 1. I-270 2. I-495 between I-270 and American Legion Bridge 3. I-495 between I-270 and I-95 4. I-495/95 between I-95 [College Park] and Wilson Bridge Now that we have a sense of the traffic we can create a solution to augment the ones currently proposed. My suggestion is to extend I-370 westward and create a new river crossing, and have it connect with VA Rt. 28. In conjunction with the existing I-370 and MD-200 [ICC] this creates an outer beltway from Laurel to Centreville, VA. Doing this will elegantly solve quite a few issues:-1. traffic from Germantown/Clarksburg/Frederick towards NoVa will get there without impacting the southern part of I-270 [the study zone] or I-495 2. traffic from further east, such as Columbia, Laurel etc, will be attracted to use MD-200 and I-370 thereby reducing the beltway traffic 3. a new bridge solves a serious national-security issue to which far too little attention has been paid. We have all seen various expressions of "truck hijack" to wreak havoc, mostly in places outside the US. But we're vulnerable as well. And one of the most impactful targets is the American Legion Bridge. Torching a gasoline tanker there would paralyse the region for months and possibly for years. This bridge is a classic "single point of failure" for the region because a. the downtown bridges have no interstate access on the Maryland side, and are already at or over capacity b. the round-the-beltway alternative using the Wilson Bridge is quite long, and parts of the VA beltway are near capacity c. the nearest upriver alternative, disregarding White's Ferry as impractical, is about seventy miles via Point of Rocks and the roads such as US 15 aren't capable of handling the volume presently using the Legion Bridge I realize that "upstream crossing" plans have been proposed many times before and always unsuccessfully. But two changes have made it now possible. The first is that 9/11 has caused us to reassess the security of many parts of our everyday lives. The attitude of "that could never happen" has become "how can we prevent that and what do we do if it does happen". We have to plan and build with redundancy in mind - have a spare, have an alternative, don't allow a single failure to stop you. The second is that the Governor has proposed a "3P" plan and this resolves the objections that have blocked all the previous proposals. The western part of Montgomery County has a substantial "agricultural preserve" and even outside that preserve, residents have argued successfully that development would inevitably follow any new road. The 3P scheme allows the new road to be a toll road and my suggestion is that there be no access between the origin at/near the I-270/370 junction and the bridge crossing the river. Since there will be no access then there will obviously be no "ribbon development" of the kind that typically follows new highways. Depending upon the exact alignment it might touch the ag preserve but not in any substantial way. To be sure, a new road will have some impact on the landowners in the area but it's overwhelmingly farmland, not developed areas, and outside the preserve. This new road would be like the ICC except with no exits. So I ask that you request the Governor to expand your scope to include this add-on for consideration.
8/25/2018	Subject: Comments on Managed Lanes Study for I-495 and I-270. I understand that the Maryland Department of Transportation is studying and developing alternatives to address Maryland's traffic congestion on Maryland's most congested roads and corridors, including I-495 and I-270. I am writing to you as the leadership for guiding and directing the NEPA Process to look at a Range of Alternatives and screening alternatives for a more detailed Study (ARDS). As part of your process, you are requesting public comments. In my comments, below, I provided an introduction and "PART 1" are simply stating who I am and what I understand of your study. I am providing my comments in "PART 2" below. INTRODUCTION Firstly, we are Maryland tax payers and residents along the I-270 corridor. I am providing comments which reflect our direct experience with this corridor. PART 1 — Your Study and Request for Public Comments (my understanding of) (A) Major Themes of your Study. I understand you are requesting our input on the following major themes: 1 - Support for study and fixing congestion 2 - Statements about the proposed partnership with the public sector 3 - Concerns on environment, noise, air, and properties 4 - Support for improvements to transit (B) Purpose of your Study to address Needs. I understand that your study has a purpose to develop a solution that addresses congestion, improves trip reliability, and enhances existing/planning mobility and connectivity. I understand that your study will address needs for: accommodating existing traffic and long-term traffic growth enhancing trip reliability providing additional roadway travel choices accommodating homeland security improving movement of goods and services financial viability of funding sources (C) Screening Criteria for your Study I understand that your study has developed six Screening Criteria (1) Engineering -- accommodating growth, reliability, alternatives, and minimal driver confusion (2) Homeland Security - Evacuation capacity, emergency responder facilitation (3) Movement of Goods and Services - Efficient truck freight travel, accessiblity to employment centers (4) Financial Viability - financially self-sufficiency (5) Multi-Modal Connectivity - enhances connectivity with transit facilities; supports new/modified transit services (6) Environmental - need for additional property, part property impact, historic property impact, wetlands and waters impact. PART 2 - My Comments for evaluation and inclusion in your Study. I am providing comments to your study based on your Screening Criteria. I support your looking at improvements to our communities, infrastructure and planning initiatives. I do encourage you to work closely with our Rockville local government. Following are the six areas related to your study. (1) Engineering -- accommodating growth, reliability, alternatives, and minimal driver confusion. This area appeared to be focused on building and increasing road density and transit volume. The alternatives that were outlined seem to take a range of options for moving more traffic from point A to point B. The alternatives also seemed to be limited to modifying and expanding the current traffic arteries. I have provided comments in the section on "Movement of Goods, etc" relating to growth projections. I encourage you to factor in changes that are going on in our area and not rely on mathematical extrapolations of current conditions. In my professional work, there used to be a great emphasis on what was termed "Business Process Re-Engineering". The approach emphasized an analysis of the underlying processes and problems so that changes and solutions could consider "outside the box" or new approaches. There used to be a caution about "don't simply re-pave the cow paths". What I see in the alternatives proposed appear to me to be based on modifications to existing transportation engineering. Perhaps this was an upfront limitation on your study. But I would encourage your group to look at possible solutions to the problem that may be a different approach. For example, if you are solving connectivity between northern I-270 and employment centers around Fairfax County or freight centers around Dulles, maybe there is a way to separate out this traffic and provide a point solution (new road, new bridge, new route cross county). Another example might be to do something with the ICC that runs East/West across Montgomery County (and to BWI and Baltimore); maybe there is a better way to redirect traffic on the I-270 and route it earlier on to the ICC; maybe there is a better way to remove traffic volume from the I-270 and northern Beltway over to the east by doing something better with ICC. What I see in my commute is that the ICC is lightly traveled until it intersects with I-95 on the east. I can provide you comments on driver confusion. My relatives from outside this area become very confused by the local lanes and exit restrictions. I think your alternatives may result in increasing confusion; just a guess, but you might verify this aspect before an alternative is "built" and then discover it. Also, we are near the Falls Road exit from I-270; that intersection/exit is very confusing to non local drivers. It is dis-orienting to come off an exit and be facing on-coming traffic because of the way the exit was designed. I encourage you to put effort in engineering local exits. (2) Homeland Security - Evacuation capacity, emergency responder facilitation This area has a number of State and Federal organizations that are involved in emergency response. I am familiar with some of these from my professional career with the Nuclear Regulatory Commission and work in the Emergency Operations Center. I am also familiar with the local emergency center that is up I-270 from us.I am assuming your study has done an outreach and included concerns from all these organizations. Your slides indicate that your focus was on mobility and moving vehicles. From my work, I would suggest there is a lot of focus on "shelter in place" and ability in these areas to maintain their staffing and communications over periods of time. The larger issue is probably emergency responder communications, bandwidth, and interfaces with public communications. I know that there are initiatives to address and improve mobile communications. This is probably more critical than moving vehicles. (3) Movement of Goods and Services - Efficient truck freight travel, accessibility to employment centers The transportation industry is currently undergoing major changes. I am not sure if these, and future impacts, are reflected in your study. I am not an expert, but it seems to me that the freight traffic model is changing to a "hubs and spokes" model using rail and air transportation to move goods to local distribution points; truck freight travel is now adjusting to these local distribution points. I don't know where the rail freight centers are for our area. There are 2 air centers for our area (BWI and Dulles). I suggest you include some aspect that takes these into account. There are also

Date Received	Comment
8/25/2018	As we have learned over the years, we can't build roads to build our way out of traffic. I don't believe that adding lanes to 270 will make a meaningful difference in the traffic situation. We need to think more broadly about transportation in Montgomery County, not just roads. With that in mind, there are two productive solutions that, together, could make a meaningful difference. 1) Use existing capacity more effectively. I am a strong supporter of converting HOV lanes into reversible HOT lanes. We can also take advantage of smart highway features like metering. I believe there is an enormous amount that we can do within the existing footprint of 270. 2) Even more importantly, we need to think about transportation, not just driving with automobiles. Along the 270 corridor, we already have two very effective transportation solutions: the Metro Red Line and the MARC B317Brunswick Line. Right now, neither is being utilized to its full potential. We should extend the Metro Red Line to Gaithersburg, Germantown, and beyond. By building large park-and-ride garages and continuing to support increased Metro frequencies, this solution could shift an enormous number of trips from 270 to transportation. We should also upgrade MARC. I recently need to get from Rockville to Silver Spring, which took ten minutes on MARC. MARC already runs along the entire 270 corridor all the way to Frederick. Right now, the problem is that MARC doesn't run very frequently, doesn't run on weekends, and isn't particularly efficient or reliable. All of those problems can be addressed without anywhere near the cost of expanding 270. We should run the MARC Brunswick Line all day (and on weekends) in both peak and reverse peak directions at higher frequency than presently; that is to say, we should treat MARC as rapid transit rather than commuter rail. We should also explore electrifying the Brunswick Line, which will allow it to run faster and cleaner.
8/25/2018	I moved into Regent Square 40+ years ago. Ever since I moved here, I have found friendly neighbors who always look out for each other and willing to help each other. When I became handicapped, they have become even more caring. My townhouse is right up against the buffer wall for I 270, there is no place to go. I really love this community and had planned on this being my forever home. Now that I have turned 74 years old, it would be cruel to have to move just to make extra lanes for cars. Please listen to the Mayor and Council regarding their decisions and suggestions for a better way to solve this problem! It would be a real shame to have this wonderful neighborhood broken up, simply for the use of easing traffic flow!
8/25/2018	On behalf of the Persimmon Tree Homeowner Association Residents please see attached letter dated 8/25/18 concerning the I-495 & I-270 P3 Plan. Hard copy of letter was mailed. Please confirm receipt of this email. Thank you. David Heltemes President Persimmon Tree Homeowners Association
8/26/2018	My husband and I bought our house less than 4 years ago, before we were married. We gutted it to the studs upstairs and down, knocked out walls, and redesigned and rebuilt it ourselves. Now we're expecting our first child in less than two months. Our realtor must have showed us 50 homes before we bought our house. For decades this has been a well sought after neighborhood. It's a true gem. People come from all over for Hard Times, Carmen's, and the playground/park/courts. I know people that come just to walk our beautiful streets with the mature trees and beautiful landscaping. It's such a convenient location. My husband and I can both walk to work in 20 mins. My parents live less that 10 mins away and will take care of their first grandchild. It's super safe and I'm never scared to walk the dog alone even at 2am. My step-dad lived here on two different streets in the past and my uncle had a house in the neighborhood as well. When we bought, we knew we'd grow out of this sweet little condo so we set up our mortgage in a way that we'd have to sell in 5-7 years and we planned to then stay in the neighborhood but move into a bigger house. Places here have always sold like hotcakes. Until now. We don't need to widen 270. That'll only bring more traffic. I used to work in Bethesda. I also used to live in Bethesda and work in Rockville. We could use reversible lanes. We don't want this area to look like LA. Please don't ruin our dreams and destroy our finances and this perfect neighborhood. It's truly a special place that is so rare to find these days. It is the perfect neighborhood that everyone wants and loves because places like this don't exist anymore. There are trees here that are 200 years old within a 2 min walk from our house! Every city wants neighborhoods like ours. Please don't take that away. It would be a huge disservice to the county.
8/26/2018	Dear All I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. Hope this will not happen. I cant believe this is even considered. So many other solutions are available and are more cost effective.
8/26/2018	To whom it may concern, I live at 474 winding rose drive, Rockville MD. I am opposed to the expansion of i270. This project will have a negative impact on my community and the value of my property and is against my liberty as a private citizen. I am told there are numerous solutions which are more cost effective and would not affect the surrounding neighborhoods. Please consider these options instead of the expansion.
8/26/2018	I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen, urban planner, and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/26/2018	To whom it may concern: I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. In addition, a much cheaper and environmental option would be low cost express commuter buses that use an hov lane, or a dedicated bus lane. This would create a viable mass transit option never tried. New York City has had them from Queens to Manhattan, also 16 miles, for 50 years and is successful. The key is affordability. Subsidizing buses is much more prudent from a budgetary perspective than buying homes digging up concrete, and destroying our environment and communities. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/26/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. The only sensible option to move more people more efficiently is to invest in mass transit, not expansion of roads.
8/26/2018	To Whom It May Concern: I am writing in opposition to significantly widening I270 in Rockville. I live in the Fallswood development, which is located adjacent to I270 between the Rt. 28 and Falls Rd. exits. I have lived there for 41 years. My concerns are for the negative quality of life and home value impact that a widening in our neighborhood would have. I commuted to Annapolis or Baltimore since we moved to Rockville in 1977. It is apparent from the traffic patterns I experienced that a significant portion of the traffic on I-270 in the morning was headed from Maryland to Virginia for employment or was passing through from the north to points south of Maryland. The right southbound lane heading for Virginia was usually the problem portion of I-270. I would stay to the left southbound and typically not have a problem. On the beltway, I would travel east and usually experienced no congestion. On the other hand, the outer loop (westbound) in the morning was very congested. While some of the beltway traffic came from Prince George's County, my very easy trip north on I-95 was a contrast with very heavy traffic on I-95 southbound onto the beltway. It does not take a major traffic study to conclude that what is needed is a second bridge over the Potomac into Virginia from north of Gaithersburg to take a good deal of traffic off of I-270 and the beltway. For the commuters coming down I-95 and heading for Virginia, a trip across the existing Intercounty Connector to a new Potomac River crossing would remove a great deal of traffic from the Beltway. While a bridge is opposed by Montgomery County and Maryland in order to discourage commuting into Northern Virginia, this is nonsense. The bridge will have to be built at some time in the future and the longer the delay the more difficult it will be to do it. Plus, a widening of I-270 and the beltway will actually allow a more convenient commute from Maryland to Virginia but with a lot more noise, pollution, and ugliness as existing roads are expanded beyond was is reasonable scale. As to the prospect of widening I-270, my other concerns result from the broken promises made by the state when the highway was last widened. The state's representative, Neil Pederson, promised that the state would take a number of measures to minimize the impact of the widening on the community. (He actually indicated that the widening of I-270 was not really a widening, despite the fact that the number of lanes was to double. This should have been a tipoff that his promises were not to be in good faith). At that time a dense array of trees provided an attractive barrier between the highway and our development. He promised that a sound barrier would be more effective than the trees, which were removed. This has not been the case. He promised that the sound barrier would be attractive and, with appropriate landscaping provided by the state, would make the neighborhood have the feel of Rock Creek Park (this is not a joke). This was to be accomplished in a number of ways. He indicated that the barrier would have a cut stone facing like the walls in Rock Creek Park facing the neighborhood. Instead, the cut stone facing is toward the highway and the highly unattractive pebble aggregate facing is toward the neighborhood. He indicated that the wall at its highest point would be terraced to permit planting of trees, ivy, and other attractive plants that would add to the appearance of the wall. Instead, the wall was terraced but the state refused to plant anything on the terraces despite repeated efforts by the neighborhood. We were told that it might affect the integrity of the wall. Hence, the promise of an attractive sound barrier also was a promise not kept. After several years of just plain ugliness, the City of Rockville, could not stand it either and designated the area along the wall as a zone which would not been maintained. This permitted vegetation to grow in front of the wall. Also, our State Senator, Jennie Forehand, after meeting with the neighborhood, convinced the state to plant some holly trees in front of the vegetation that is in front of the wall. The trees were small and have grown slowly. The state representative that oversaw the planting smugly told us that this is all we were getting. These minimal steps took over a decade, with the state refusing or reluctant to take any steps to improve the appearance of the wall that was supposed to give the neighborhood the appearance of Rock Creek Park. While the sound barrier is no longer as unsightly as the state originally made it, the noise level is higher than it used to be and is only borderline acceptable. Any widening of the highway that would necessitate the moving of the sound barrier closer to the neighborhood no doubt would make the situation even worse. The combination of unsightliness and more noise would undoubtedly have an impact on the quality of life in our neighborhood and adversely affect the value of our homes. I have heard the highway development in Northern Virginia held up as an example of what a public-private partnership would accomplish. That is a very low standard. I spend quite a lot of time in Northern Virginia and the only thing that comes to mind when traveling the beltway is the ugliness of the beltway and the surrounding areas. From the perspective of the commuter I don't think the prior widening of I-270 provided the promised relief. Instead, it provided the County with a justification to develop two parts of the County without convenient access to Metro – Germantown and Clarksburg. This just added traffic. There is, of course no way around I-270 for trucks and other traffic passing through to Virginia. It makes little sense to not have built another Potomac River crossing north of Gaithersburg. Thus, the proposed widening is to a large extent the result of the failure to plan logically. I hope that with creative planning the state can avoid repeating its prior errors with -I270 and also avoid the ugliness that has become Northern Virginia.
8/26/2018	To Whom it May Concern, As a fairly recent transplant from the SF Bay Area, I am well acquainted with the challenges of dealing with commuter congestion on interstate roadways. Even at 5:00 AM, traffic going over the Bay Bridge is often heavy. With those experiences in mind, I wish to express my strongest disapproval with the current proposed approaches to grappling with the traffic issues around 495 and 270. I have also lived outside of Tokyo for a number of years, and have seen the benefits of a thoughtfully implemented alternative transit system. Being able to take a train, bus, or bike to nearly any location essentially allowed us to have minimal need for a car, and we were living outside of the city proper. I urge you to set aside the current proposals and start again by considering all transit options. During my twenty-two years in California, I witnessed a number of roadway expansions that only resulted in more cars. Traffic did not improve. Please take a more global approach while considering this very important issue.
8/26/2018	As a homeowner in Rockville, I am writing to oppose the physical widening of 270 for the following reasons: • Potential negative environmental impact on thriving private residential neighborhoods and commercial businesses, including those that may remain if 270 is widened • The condemnation of over 200 moderately priced and "starter" homes including townhomes and single-family homes that are vital to an established community such as Rockville, Md. Transportation improvements to 270 that should be considered are: • Reversible lanes may be an improvement that does not require the taking of additional land • Consider removing the local (C/D) lanes to create more roadway for a lane, shoulder or an additional HOV lane in each direction • Consider installing toll lanes - free for buses, HOV-3 and motorcycles (no rail transportation or trolley, they are too expensive to build and won't get much use) The announcement of this Maryland State Highway study directly affects homeowners who may be considering selling their homes. • Who wants to buy a home what may be torn down or in a neighborhood whose character may be completely changed? • For homeowners who are considering remodeling their homes, such as new kitchens or bathrooms, why should they invest the money in a home that may be torn down? No-build alternatives should be considered, and ultimately implemented, as immediately as possible to improve the traffic flow and to let Rockville, Maryland citizens know where they stand.
8/26/2018	Greetings, please see the attached official response of the Regents Square Condominium Community in Rockville to the 495/270 P3 project. Thank you. Dear Ms. Choplin: On behalf of the residents of the Regents Square Condominium in Rockville, I would like to thank you, Jeff Folden, Anthony Brown, and other members of your staff and project team who attended our special board meeting on August 6, 2018, concerning the I495/270 P3 project. We appreciate your taking the time to present a project overview, take questions, and listen to the many concerns of the residents and community. This letter represents the Regents Square Condominium community's official position regarding the project Our residential community of 252 townhomes abuts I270. While we support the state's efforts to improve transportation and transit in the region and in our community, we oppose any project options that would entail widening the physical footprint of I270 or would result in eminent domain of property adjacent to or near the highway. The City of Rockville essentially expressed the same position in its May 14, 2018 letter to you. As we stated at the Aug. 6 meeting, we concur with the city's letter. As we shared at the meeting, Regents Square and the Woodley Gardens community of which it is a part has highly desirable characteristics that other communities strive to achieve. We are diverse in every sense -- socio-economically, ethnically, by gender, age, and race. Our residents range from single professionals and young families to seniors aging in place and multi-generational households. Our community has sidewalks, is close to transit and has bike lanes. The park and pool right across the street and the Woodley Gardens shopping center, which with its coffee and ice cream shop, pizza parlor, dry cleaner, nail salon, bank, Chinese and chili restaurants, and grocery store serves as our village square, brings us together to play, chat, and get to know each other. A physical widening of I270 would destroy the shopping center, many of our homes, and change forever for the worse what is now a treasured community. We believe the state can take many actions, including mass transit, reversible lanes, and other options in your presentation that can improve the transportation situation without widening a highway that is already 12 lanes wide in Rockville. Certainly widening 270 further north where it currently narrows would relieve congestion. This proposed project has generated great concern about property values in our community. Since the possibility of I270 widening has become public knowledge, people considering buying or selling a home in our community are faced with uncertainty concerning the future of our community. As soon as your office announced that widening 270 was an option, property values in our community were negatively impacted. Therefore, we urge that you NOT select any options that involve the widening of 270 in Rockville, and we also urge that you announce that widening is NOT an option as soon as possible so that homeowners and homebuyers can retain their property values. Thank you. Sincerely, Chris Noonan Sturm, President Board of Directors of the Regents Square Condominium Cc: Bridget Newton, Mayor of Rockville, Maryland
8/26/2018	To Whom it May Concern: I am strongly opposed to the physical widening of I-270. When we moved into the Fallswood neighborhood some 40 years ago, the main attraction was its trees, which the developer had taken pains to preserve despite the modest price of the houses. Thick woods along I-270 provided an effective and attractive noise barrier. Some years ago, when the highway was widened, supposedly to alleviate traffic congestion, the trees were taken down to put up a very industrial-looking sound barrier. Despite the sound barrier installation, the noise level increased. The noise barrier remained unattractive until the City of Rockville decided to permit vegetation to grow in front of it. I am very concerned that a further widening of the highway would result in more noise and a less attractive neighborhood while not providing a long-term solution to traffic congestion. Our house is our biggest investment and anything that decreases the attractiveness of the neighborhood and the quality of life in our neighborhood will no doubt decrease the value of our property. I strongly urge the state to consider alternatives to physically widening I-270 through Rockville. The existing highway infrastructure and sound barrier were very expensive and it is a waste of money to replace them, especially with little prospect of a long-term improvement in traffic flow. It would seem to make sense to take advantage of existing infrastructure by developing pay lanes or reversible lanes before a major widening. Also, a second bridge across the Potomac River would undoubtedly provide a long-term solution to getting traffic into Virginia from I-270 and the ICC. This will have to be done at some time so it makes sends to do it sooner rather than later. The County and the State have permitted development along the I-270 corridor to take place well away from mass transit (e.g., Germantown, Clarksburg), which has added significantly to the congestion on I-270. As long as poor planning is compensated for by more highway building, the state will not encourage more rational development and will always be playing catch-up.

Date Received	Comment
8/26/2018	Dear Folks, As you winnow down the 14 alternatives into a more manageable number of alternatives for consideration, you should include at least one option that is not simply extending one approach for the entire length of the Capital Beltway, but rather applies a different approach for different segments. Most important, I strongly urge you to include the following segmented hybrid: A. Two additional lanes in each direction of the beltway from the American Legion bridge to the western termination of the previous Woodrow Wilson Bridge project, that is, where I-95 currently splits into local and through traffic near the St. Barnabas Road interchange (probably new toll lanes as in Virginia I-495); and B. Light trail along the extent of the previous Woodrow Wilson Bridge project within Maryland with appropriate terminations (e.g. King Street to Oxon Hill). This hybrid is a reasonable option to consider for several reasons. 1. There is value to assessing alternatives to what happens at the southern crossing of the Potomac River. There are three basic options: a. No build (along Woodrow Wilson Bridge project segment). That's probably what you were planning to do, but the study is incomplete if you only consider no build over the southern Potomac Crossing. Adding two beltway lanes will create a choke point at the Wilson Bridge. Today the beltway expands from 4 lanes to 5 at the bridge, but with the addition of a lane of I-295 traffic, this is really five lanes of traffic leading to a 5-lane bridge. Adding two toll lanes to the beltway would mean seven lanes of traffic squeezing to five lanes at the bridge. This is a significant implication. b. Add two more lanes across the Potomac River. This is obvious option to consider in the long run, since there is no clear reason why I-95 in Virginia should have fewer lanes than I-495, given all the I -95 traffic. But adding two more lanes to the Woodrow Wilson bridge is very unlikely for the next few decades. Worth considering in the study, but not happening soon. c. Given the problem of a choke point and the probable infeasibility of ameliorating it with two more lanes of bridge for the next several decades, a light rail alignment through the choke point is worth studying. Of course, funding would ultimately come from another source and might come later, and you are not going to do a design study, but assessing the approximate cost and congestion relief at this bottleneck is worth doing since it is probably the most feasible option. 2. The Woodrow Wilson Bridge Project provided lanes for transit, so studying the prospects for congestion relief from a line from Oxon Hill to Alexandria is worth doing, even though a more detailed study would probably consider a more eastern termination at the Green Line. Regardless of how cost-ineffective such a light rail line may seem today, it is almost certainly more feasible than the complete light rail option along the entire study area. If you are going to study light rail at all, why not study the most reasonable light rail option? 3. Public support and political feasibility of the beltway widening would be enhanced if the project is designed to appeal to both drivers and public transit supporters. A lot of the people who tend to always oppose highways might tend to become neutral or even supportive if the project includes a light rail crossing, even though it will probably come later given the need for a different funding source. Put another way, why be highway-only or transit-only when both common sense and most Marylanders in the area think that "all of the above" is the way to go. On a related matter, please look at options for long-term sustainable improvement of the deteriorating roadbed and for better bike-ped crossings. For example, this will be the best time to look at replacing some culverts under the beltway with bridges, allowing the Paint Branch, Hensen Creek, and other trails to cross the beltway without excessive grade and hill-climbing. Trails along some segments of the beltway might also be worth looking at, as was done with the ICC. As with the idea of a light rail study, the final design and construction funding does not have to all come from the P3 road project, but rather could be supplemented with the various sources of bike-ped funding. But the present study should look at these issues, because the cost-effectiveness of such amenities would depend on how the beltway reconstruction is designed.
8/26/2018	To Whom It May Concern: I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/26/2018	To Whom It May Concern: I am a resident of the New Mark Commons area of Rockville. I live in close proximity to I-270 and use I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, I urge the State to utilize existing alternatives such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration. Thank you for your consideraion.
8/26/2018	The attached is a WORD document containing my comments. If you have any questions or additional information please let me know. Managed Lanes Study Public Workshop Comments Alternative Comments: You are asking for comments of these alternatives without supplying any detailed description of what the alternatives really are as well as any objective data on which to evaluate the various alternatives, e.g. what are the projected reductions in congestion associated with each, the costs, time to construct, land needed, etc. You said this information is to be developed as part of the next phases of this effort yet what are we supposed to base our comments on how we 'feel' about them? This is not the type of decisions that should be made on feelings. Personally, I feel that spending time providing comments on the specific options at this point is basically wasting my time. Presenting as many options as possible regardless of their viability is not helpful particularly when many are unrealistic. That said some quick thoughts on the alternatives follow: Alternative 1 – Doing nothing is not a solution but things can be done that don't necessary involve construction. Alternative 2 - I would like to think that intelligent management of our existing transportation system is the place that should be the starting point for all solutions. Alternative 3 – I believe that many studies have found that adding more carrying capacity is only going to result in more traffic/congestion, 270 could be a case in point from its last upgrade. Alternative 4 – While I'm fully supportive of HOV how much relief does it provide to overall 270 congestion now? Alternative 5 -The use of a P3 as a solution to our transportation congestion might be great if you happen to be one of those who is in a position to be able to afford it unfortunately, that is not the position of far too many of our citizens. I would like to believe that allocating our public right of way to provide benefits to the privileged is not the way Maryland should be conducting its business. We should be operating from the perspective of social justice to all. Alternative 6 – Pretty much same a three might buy a bit more time but at what price? Alternative 7 – Does HOV relief support the HOV lanes on 270 congestion now and what is the projected HOV usage on 495, enough to justify the configuration? Alternative 8 – See Alternative 5 comments, having two lanes is twice the insult to all who can't afford & will there be enough usage to support two lanes. Alternative 9 – See above. Alternative 10 – See above. Alternative 11 – Assume this would be similar to arrangement that exists now at Wilson Bridge with thru and local lanes. I occasionally travel to VA during rush hour in the local lanes they are always jammed it seems largely because of all the merging traffic but its not unusual for the thru to be congested. Alternatives 12 A&B – Most of the base congestion I see on the Beltway is on both sides that being case nothing to be gained. How dynamic can the lane shifts be done in reality? Alternative 13 A – See Alternative 5 comments. Alternative 13 B – Guess HOV doesn't help congestion all that much at least not enough to offset the potential tolls is this is viable and what does that say about Alternatives 4&7? Alternative 14A– A public transportation solution would be ideal but given the infrastructure requirements how realistic? Alternative 14B – Same as above. Alternative 14C – Same as above. Alternative 15 – How much congestion relief would be offered by moving buses off the GP roadways? General Alternative Comments: I found it unsettling that the traffic projections are looking at 2040 when they are projecting that completion of construction around 2030. So we are going to endure on the order of ten years of construction hell for ten years of 'relief' that doesn't seem like a great trade off. What consideration is being given to the potential impact that the Purple Line as well as other future changes in transportation systems (e.g. automated cars) may have on projected roadway capacity? There may be things that could be done to improve the congestion that currently plagues the study roadways. In my experience in using them I have witnessed on almost every trip instances where 'distracted' driving contributes to roadway problems. Drivers waiting until the last possible moment to get into the appropriate lane for exiting, failing to keep up with traffic causing those behind to take unnecessary risks in getting around them, etc. Additional driver outreach backed up with increased enforcement would no doubt help to contribute to a smoother flow of traffic. While I won't be so unrealistic to think that this would all that is needed it certainly couldn't hurt regardless of what other actions are taken. Better management of the existing roadways should be an obvious place to start. A lot of the congestion I unfortunately encounter is associated with entrances and to a lesser extent exits from the roadway. The congestion seems to be worse in those situations where an existing travel lane 'disappears' and when combined with the entrances/exits, (e.g. inner loop between Rt. 50 and Rt. 202, Central Ave./Ritchie Marlboro, outer loop New Hampshire Ave both on and off, etc is constantly creating perfect storm conditions. Allowing drivers to continue to use the full roadway they had been driving in and while only having to worry about those entering/exiting would go a long way to eliminating the current choke points improving flow. Adding additional lanes and still keeping these choke points isn't going to accomplish much of anything. One evaluation criterion that is missing is political viability. To think that an option will be selected regardless of how effective a congestion solution it will be if it upsets a sufficiently large/powerful enough constituent base - it will never happen. I find it very unsettling in a study that is supposed to be unbiased, yet the name of the website includes P3 when in fact half the alternatives are ones that don't appear to offer any inducement, i.e. profit potential for any P3 company. That says to me that one of the alternatives that does is what is already determined to be the selection going with the name and MDOT comments being reported in press . I attended the meeting at Central HS I must say that I was very disappointed at what I consider very low attendance particularly given the potential impact that this will have on all concerned. I can say that from those people I have spoken to most have been totally unaware that this effort is underway. I think that MDOT needs to expend considerably more effort in public outreach, more people need to be aware of what is going on.
8/26/2018	To whom it may concern, I am writing this email to express my concern over the 495/270 proposed highway expansion. Please know that I am against this expansion because of the effect it will have on long established neighborhoods and businesses. Thank you for your consideration in this matter.
8/26/2018	Dear Department of Transportation State Highway Administraion member, I am a resident of Rose Hill Falls and I am emailing regarding the potential extension of the I-270 Highway. I would like to thank you for taking action towards alleviating our substantial traffic congestion problems. Unfortunately, as lots of research has shown, since traffic is caused by the difference in speeds of cars entering and leaving the highway, building larger highways is not only expensive and logstically difficult, but it also tends to worsen traffic in the long run. Better highway management such as on-ramp and off-ramp lights and similar measures would be much more cost efficient. More importantly, it will dramatically ease the problem of congestion by regulating the inflow and outflow of cars on the highway. Expanding I-270 is not only likely to be costly and futile, it would also be financially unfair for residents like us at neighborhoods near I-270. Not only will we have the financial responsibility as taxpayers to contribute to the project, we also have to face the negative consequences that the project brings to us, such as increased noises from traffic and decreased value of our real estate assets. Take my family as an example. We have just moved into the neighborhood two weeks ago and still have large amounts of debt associated with buying the house. My parents have physically demanding jobs that require good rest after work. Widening I-270 on the side of our neighborhood will disrupt my parents' rest at the same time as it increases their financial burden. I and many fellow residents share the concern that expanding the highway is expensive, inconvenient to nearby homes, and unlikely to achieve it's intended goal. We would greatly appreciate efforts make by the local government to consider alternative ways to ease congestion.
8/26/2018	To Whom It May Concern, I live in the Woodly Gardens Neighborhood in Rockville, MD. Our community would be negatively affected by any of the options that include the physically widening of I-270 through Rockville. There are many reasons why physically widening is a bad idea. For example, there are houses built close to I-270 that would have to be relocated; there is a local shopping center that would either have to close or be relocated; and there are grass fields at the Rockville Senior Center that would have to give way. All of those changes would alter the decades-old characteristics of our neighborhood in a detrimental way. And simply adding more lanes cannot be the answer to the current problem. Instead, traffic planners should look at what causes the rush hour traffic. For example, the local lanes add lots of bottlenecks that could be
8/26/2018	Comments Regarding the Alternatives Public Workshop for the I-495 & I-270 Managed Lanes Study Dear Ms. Choplin, I have been following this issue since last November. I have attended every meeting and public workshop related to the managed lanes study. We are still lacking in detailed information to really respond to the nineteen (19) "alternatives" proposed by SHA. I have responded below per your comment card to each option as best I can. I will also offer general comments about the overall challenges of what will turn out to be a widening project. As presented in your power point, 495 & 270 appear as isolated and independent entities with no connection to the existing infrastructure – land, local, or arterial roads. You assume that adding lanes and widening the roads will have zero impact on the existing forest buffers, parkland, homes, hospitals, places of worship, and businesses. You assume there will be zero impact on the arterial and local roads that are connected to these highways. Nothing could be further from the truth. There are two main concerns: 1) Expanding the highways beyond the existing right-of-way, and 2) the extreme financial risk to taxpayers by relying exclusively on a P3 scenario. 1) If you build it, they will drive. Most of the proposed alternatives will require expanding the 495 & 270 footprint (aka right-of-way) and that is not acceptable. a) More Lanes = Same Number of Cars - Peer-reviewed studies have proven that for every one percent (1%) increase in highway capacity, the amount of total traffic on the highway increases by the same percent. So adding additional lanes will not REDUCE the number of cars or mitigate congestion, it will just increase the number of cars traveling. Congestion will remain the same. b) Accidents - 40% of 495/270 backups that result in slow-downs / full stops are due to accidents. Additional lanes do not make for safer roads. c) Off-ramps / On-ramps / Bridges – You could add 100 lanes to 495/270, but the cars riding those lanes still need to EXIT onto an artery which is a three-lane avenue at most and usually smaller. Ride around the Beltway at any hour, cars backup (sometime for miles) in the right lane so they can exit onto New Hampshire, University Boulevard, Georgia, Colesville, Connecticut, Rockville Pike, etc. The arteries cannot be expanded to the increased number of lanes. It's the same for the bridges – American Legion, etc. Go ahead and add as many lanes as you want, but there are still only four over to NoVA and four back. Hot lanes will not help the necessary "squeeze down." d) Managed Lanes Still Have to Merge – same issue as the off-ramps. On paper, a car can zip around the hot lanes at 65 mph, but then they have to EXIT. So that means merging into the regular lanes and then merging into the bottleneck of the off-ramp. If you have not done so, go experience the Northern Virginia hot lanes – not just once or twice, but daily and at ALL HOURS! You can zip, zip, zip along the hot lanes (empty because of the high cost), but then you have to merge over and get into the backup. 2) Extreme financial risks of "managed lanes" (aka "hot lanes"). Your workshop staff made it clear – and they were pushed several times to clarify – that the only acceptable solution to SHA is a Public/Private Partnership. That means managed lanes even if that is not the best solution. You have ensured this by making one of the criteria Financial Viability: Does the alternative have the potential to be financially self-sufficient? Why can no tax dollars be spent? We're already on the hook for the millions spent so far studying this and the $90 million that is going to be spent on developing these options. We spend tax dollars on public works projects all the time. Only if you select the most expensive option is it out of reach of tax dollars. And the managed lanes are the most expensive option because you want to build out four lanes. $9 billion in your wildest dreams will not cover four additional lanes over 42 miles of the Maryland Beltway and two lanes over 35 miles of I-270. So the taxpayer will be on the hook for those overruns. Additionally:a) There is no safety net for the PUBLIC part of the proposed Public/Private Partnership. There are countless examples of hot lane projects around the country – particularly in Texas and Ohio – where the contractor got their money up front to build – and then when the toll revenue does not meet expectations, they declare bankruptcy. Who's left holding the bag? The taxpayers. Then the whole enchilada will be at the tax payers expense. b) Fluctuating rates do not allow commuters to plan, hence they avoid. From experience and collected evidence, one of the main reasons people avoid the NoVA hot lanes is because they cannot plan for the costs. The same with the ICC. While driving on 95 regularly, I witness the insane fluctuation of the ICC – one minute it is 60 cents to cut to 270, the next day it is $5.25. It is never the same toll twice not matter what time of day. A fixed rate allows people to budget and plan and select consistent commuter routes. Specific comments on the nineteen (19) proposed alternatives: Alternative 1Completely acceptable to do nothing that requires more pavement. The ICC was touted as the great Beltway relief plan. And now the Purple Line is supposed to provide even more relief. Why not let them work? Alternative 2ATM could help. Using the shoulder during rush hour like I-66 in Northern Virginia would prove to be an extremely inexpensive solution to add two (2) additional lanes by appropriating the shoulders. ARM could help, but it doesn't take into account additional backups on arterial
8/26/2018	Please do not widen I-270. We would lose a large portion of Regent Square. Mu home would be closer to the fumes from the road. It would be much louder to live here. The sales price would drop and the maintenance costs would rise. Perhaps the outer beltway idea would help, particularly with the trucks; you will have to build it eventually. Or the reversible lane idea may be the answer. I moved here because I could no longer afford Bethesda. I cannot afford another move. I have owned my home at XXXXXXXX, Rockville, MD 20850 since 1999. I was out of town for the meetings but kept current by neighbors and would like to add my input along with the requested comments. I have lived in Montgomery County since 1961.
8/26/2018	Hi, Please do not ruin our Rockville neighborhoods by widening 270. Consider alleviating bottlenecks at the spurs, the bridge to VA and north of Germantown. Widening the 12 lanes further will only increase the volume of traffic sitting on the lanes of 270 through Rockville. Reversible lanes or removal of the local lanes would both be preferable. The local lanes only cause issues as they stand with jams occurring at each intersection with the main lanes and with people being stuck on local lanes without access to the main lanes while there is easier flow onto the local lanes. Rockville is frequently recognized as one of the top small cities in the United States. Tearing into 12 of our neighborhoods will scar these neighborhoods, taking homes and small businesses that make our neighborhoods special. Our Rockville Senior Center, Woodley Gardens Shopping Center and our neighbors are all at risk if you proceed with this widening option. We chose our home about 20 years ago for the wonderful neighborhood - walking to the ice cream shop and restaurants at the shopping center, walking to the park, walking to the Senior Center. And as we drove up to look at our new house the neighbors stopped by to say how much we would love living here and they were right. Those same neighbors are now at risk of losing their house. Please don't let that happen.
8/26/2018	I write as a resident/property owner in Silver Spring (corner Woodside Parkway and Greenbrier Drive). As we are now abroad, I cannot take direct part in community discussion, but I can and do wish to register my thoughts by email. Our basic problem is NOT that we have too few (or not wide enough) roads but that too many private cars are being driven on them. Build a wider road and you'll find (as has been repeatedly demonstrated in the past) more cars are drawn to them. The solution to traffic congestion caused by a surfeit of private cars is better public transportation. The cost of road widening is not just immediate but also long-term — the loss of property tax base as homes and businesses are consumed by eminent domain and the less quantifiable, but no less real, price of increased air-and-stream pollution and the human/medical costs pollution provoked. So if you're set on spending billions of taxpayer dollars on traffic infrastructure, please consider tunnels as a long-term alternative to widening surface roads. Should you need more information on the costs and advantages of tunneling, I suggest you check out such features from where I now write: Rome, Italy, where mile upon while of tunneling alleviates (some) of the horrendous traffic clogging centuries-old streets never made for cars.

Date Received	Comment
8/26/2018	We are long-time residents of Maryland who have significant concerns about and strongly object to the process and substance of this project, as outlined below: --Extent to Which Public Comment Will Matter. It been widely reported in the Washington Post, the Baltimore Sun, and other reputable news sources that on September 21, 2017, Governor Hogan announced a major project to add toll roads to I-495 and I-270. Given his reported statements, it seems that this process is stream rolling toward a pre-determined goal of adding toll roads irrespective of public comment on any of the other alternatives. That makes a sham of the National Environmental Policy Act process and violates state administrative procedure obligations. We urge the state to begin again with a clean slate and appropriate consideration of transit alternatives. --Extent to Which this Process/Project for I-495 is Reasonable. I-495 is a circular beltway traveling through parts of Maryland and Virginia. Management of beltway traffic is a multiple-state problem that can only reasonably be addressed through a regional planning solution. Pouring Maryland dollars into solving it without the joint cooperation of Virginia is silly. If Maryland adds traffic lanes, congestion will still occur at the points of entry into Virginia and beyond. --Fundamental Lack of Information on All the Alternatives. As we understand it, the Maryland Department of Transportation plans to evaluate the input from the public and environmental agencies and screen the 15 preliminary alternatives to a handful of alternatives retained for detailed study; however, the options are cartoonish. The slide presentation explains that the options are to be screened against the criteria of homeland security, financial viability, engineering considerations, movement of goods and services, multi-modal connectivity, and environmental considerations. Shockingly, however, there is absolutely no current information provided to the public in any of these areas for any of the options. Without such basic information, how is the public expected to comment? Again, this appears to be a sham process geared toward a decision to add toll roads to I-495 and I-270. --Impacts on Private Property. More than half of the alternatives entail adding new lanes. We live in the far interior of a community that borders on I-495 and we strenuously object to continued consideration of these alternatives without a full understanding of the impacts on our and other similarly situated communities.
8/26/2018	Dear Sir or Madam: I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 frequently. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 user, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration. Thank you for your consideration.
8/26/2018	Please include the attached statement in the record for public comments. I am firmly opposed to widening/modification of lanes on I-270 and I-495. Thank you, Response to request for public comments regarding Proposals to widen/modify I-270 and I-495 To: Maryland Department of Transportation Once again, MDOT is pursuing 1950s solutions to 21st century transportation issues. It is well documented that adding lane capacity to roadways is the least efficient means of moving people within an urban and urbanizing region. Your department is being tasked with studying and proposing optimal solutions for urban movement of people, while being hampered by Governor Hogan's antiquated request to modify major highway arteries to accommodate vehicles. Please be proactive and show the governor that this pursuit is a waste of taxpayer funds, is contrary to the will of his constituents, and doesn't provide for appropriate long-term planning. Adding lanes will, short-term, disrupt and destroy adjacent communities, and, long-term, attract additional vehicles, leading to failure of the project. Creating HOT lanes, as Virginia did, is antithetical to the moral tradition of Maryland, as it rewards individuals with higher incomes and expendable funds while punishing those who are in mid-and-lower income brackets. The focus of the MDOT must be on reducing the demand for single-occupancy vehicles by putting our resources toward mass transit, working/living communities, and working with employers to reduce commutes. The Corridor Cities Transitway and major artery Bus Rapid Transit systems are critical elements in our future growth and prosperity. This is where our money should be spent, and soon. Fully fund the Metro system and complete the Purple Line, expand and enhance bikeways, continue working to make transit accessible to all, regardless of physical ability/disability. Abandon any plans for expanding the existing TWELVE lanes on I-270. What are you planning to do? Just pave over all of lower Montgomery County? In what universe do these proposals ever work? These plans are not worthy of the qualified and hard-working staff in your department. The proper result of this study process is to recommend beefing up, improving, and initiating all transportation demand management systems available. Build the CCT and BRT now.
8/26/2018	No to widening! 1. Iron law of traffic....Traffic expands to fill space allotted. People will just move further out to take advantage of commuting times if widening occurs. In 10 years we'll have congestion as now. Rural property owners bonanza! Payoff to governor's base. 2. Be innovative instead of widening: reversible lanes, telecommuting, staggered work hours, self-driving cars, mass transit and rapid bus service. Proliferation of single occupancy vehicles at height of rush hour is madness. 3. Why desecrate the environment with more concrete? More traffic noise?
8/26/2018	I have been following many emails and articles regarding the widening of I-270. Before any work is started that will disrupt commuters and neighborhoods at the beginning of I-270 and I-495 what is going to be done at the other end of I-270 where these six lanes of traffic narrow to two lanes? I am sure this has been considered but have not seen any information to address this problem. Until there are more lanes up-county why in the world would there even be a discussion about widening or allowing more lanes on the southern part of I-270?
8/26/2018	As a long-time Montgomery County resident and taxpayer, I have been following the information provided by SHA regarding plans to widen I-495 to make room for 4 privately owned toll lanes with great concern. These plans would require the state to use its powers of eminent domain to severely and permanently harm Montgomery Count by taking hundreds of nearby homes and commercial properties as well as parts of Rock Creek Park, the Sligo Creek Golf Course and other important green spaces. No physical widening of I-495 would be worth the destruction of the thriving neighborhoods, businesses, and parkland that abut the beltway and I-270. Numerous studies have shown that highway expansion is not a long-term solution to traffic congestion. We need better transportation options that regular people can afford. The proposed privately owned "Lexus Lanes" would be modeled after the ones in Northern Virginia where rush hour tolls have sometimes exceeded $40 per trip. Roadways that operate this way are underutilized because the are cost prohibitive for most citizens. I strongly advocate that SHA consider mass transit alternatives such as all-day MARC train service from D.C. through Silver Spring and Kensington to Frederick; reversible lanes on I-270; Rapid Bus; dedicated HOV lanes; connecting Northern Virginia and Beltsville with new above ground Metro service; and city fees for driving into D.C. during business hours - as London and some other large metropolitan cities impose.
8/26/2018	Dear State Officials, My family and I have lived in Rockville for almost 50 years, most of that time in the Fallsmead community located off Falls Road, less than a mile from Exit 5 of I-270. I am very much opposed to the widening of I-270 in the Rockville area. Previous lane additions in this section of I-270 have caused severe deterioration of air quality, added significantly to the traffic noise we already heard from our house, and created severe storm runoff into our streams. The possible removal of more trees and grassy areas along with possible removal of houses would exacerbate these situations. We are already experiencing erosion of our property from the storm drainage stream that runs behind our house. We are deeply concerned that any additional storm drainage running through that stream would significantly increase the rate of the erosion. Ultimately all of these factors together would likely cause a substantial reduction in the value of our home, as well as the other homes in the affected areas. I am also concerned that widening I-270 in the Rockville area would not actually solve the current congestion problems but would simply cause the congestion to be pushed further north or south to other points on the road. I am strongly opposed to the addition of new lanes on I-270. The alternative of reversible lanes with no physical widening of the road through Rockville might be acceptable, depending on how it would be accomplished. Thank you for your consideration of my comments.
8/26/2018	I attended the 495-270-P3 workshop in Clarksburg, MD on 18 July 2018. Thank you for taking the time to put these alternatives together and present to the public. Below are my comments on the proposed changes along 495 and 270. I have submitted these to the Public Workshop Comment Form as well, I apologize if this is duplicative. In summary, I agree that something must be done to address the ongoing traffic congestion on 495 and 270. I like the counterflow, HOV and transit focused alternatives that have been proposed. I do not like the proposed public-private partnership funding arrangement, nor the price managed lane alternatives. I generally prefer expanding the transit options in the area to adding capacity for one type of transit (personally owned vehicles). However, I do not feel that currently there is sufficient integration in operations, planning or development on a 'transit system' level for Montgomery County, Maryland or the expanded DC metro area. Public-Private Partnership Concerns:I have several concerns with the proposed public-private partnership (P3). I have seen scant evidence on 'why' this is a good idea, nor a study of the long-term effectiveness and cost savings for the municipality. It seems that the P3 will mean lower short-term expenses, and avoids additional taxation to make the changes to 495 and 270. I understand that there are many concerns about raising taxes. However, I feel that the P3 arrangement then incurs a long-term expense of lost revenue, particularly if tollways are a part of the system. From my discussions at the workshop, it seems that the Maryland tax payers will be entering a long term contract (30 years to 70 years) to a single company, who will be directly paid out of the pockets of these tax payers. This arrangement seems particularly susceptible to corruption. I also feel that this arrangement reduces the number of state workers, and raises concerns that we may be creating jobs with fewer benefits and support for the new public-private partnership workers. I would prefer more conventional financing and state management of 495 and 270. Should the public-private partnership come to pass, I also have concerns on how the concessionaire will be managed by the state. I am concerned that the concessionaire will be more interested in their own revenue and not the long-term public good. There do not currently seem to be any constraints on the type of company that can be the concessionaire. Can it be a publicly held, privately held, not for profit, or coop company? I would prefer the latter two, as a not for profit would have less incentive to maximize profits and a coop style company may ensure more equitable sharing amongst the workers. I have also not heard a great deal on what assurances the state of Maryland will have from the concessionaire, particularly in case of bankruptcy, yearly or seasonal variation in expenses, and/or sale and transfer of the contract. Price Managed Lanes: Six of the alternatives presented include 'price managed lanes'. While I appreciate the specificity, the public refers to these as 'toll lanes'. I grant the term toll lanes and tollways will trigger a strong reaction from many people. But I feel the negative reaction is already instructive, and indicates that these alternatives should not be considered. I generally applaud the goals of making more explicit the cost of car travel and the resulting incentive to consider other options, focusing fees on those that use the system, and allowing choice for some users to use or not use the tollway. However, I feel that the negatives of a tollway to outweigh the benefits. The negatives I see are: that tollways benefit only those who can afford it, tollwyas create a regressive tax situation for users, the example of the recent high tolls on the VA-66 express lanes, the feeling that I am being charged twice for the ability to use a road, and my concerns that under the P3 the tolls will be handed over to a private entity and not retained in
8/26/2018	Dear Sir or Madam: My husband and I are residents of Regents Square Condominiums, right next to the I-270. We have heard about the possible physical widening of the I-270. We would like to urge you to not widen the I-270 in Rockville, and instead pursue alternative methods to relieve highway congestion. Widening the I-270 will displace so many families and local businesses, who have been reliant on each other. Business owners and residents of all ages will be negatively impacted. Those of us in Rockville have chosen to live here and have been planning to do so for the long term because of its peaceful, clean and historically familial and homely nature. Long time residents have watched their families grow here and have created and maintained a closely knit community, such as the Rockville Senior Center. We would be losing not only our homes, but the places, where we gather to partake in activities as a community, including, but not limited to, Woodley Gardens Park, local churches, pool center, churches, and local restaurants and shops. We understand that the main goal of widening the I-270 is to reduce congestion, but this will exacerbate congestion in other ways and increase pollution. This in turn will lead to seeking additional costly methods of
8/26/2018	To whom it may concern, I wanted to take a brief moment to offer my comments in opposition to the potential widening of interstate 270 in the Rockville, Maryland. I'll keep it short. We've been residents of the Rockshire neighborhood for almost 10 years and currently live at 965 Paulsboro Drive. My wife and I never thought we would be here this long, but the neighborhood is a fantastic place to raise our children. So long as we decide to stay in the neighborhood, we are not moving, even though we have the monetary means to do so. We believe widening 270 would damage this - and some of other - fantastic, affordable (well, at least in this area) neighborhoods nearby. As a real estate professional, I am acutely aware of all such options in Rockville - and there are not many. Please do not get me wrong. I am a huge proponent of progress and and a huge opponent of the NIMBY mindset. That's why I fully support the state's efforts to continue developing in this area and alleviate traffic (three cheers for better public transportation!). However, I do not think widening 270 will have positive ramifications for the city as a whole - there must be a better way.
8/26/2018	To Whom It May Concern- I believe much of the Metro traffic issue could be somewhat eased if drivers were taught to travel in the right lanes and use only the left lanes for passing. If the state had a campaign for driving on the right and passing on the left, law enforcement could ticket those in violation and people would learn the important of these driving patterns. I'm sure that traffic would flow more easily. It is very frustrating to witness traffic all backed up because someone is going below the speed limit in the left lane. I never see law enforcement doing anything about this driving behavior. I hope that you will consider this option.
8/26/2018	"I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment.
8/26/2018	Dear All I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment.

Date Received	Comment
8/26/2018	Maryland State Highway Administration: Thanks for the opportunity to comment on the I-270 proposals. I am writing to express strong opposition to any project that would increase the I-270 footprint. History has taught us that increasing the size of freeways only attracts more traffic. I-270 is congested, but it is not more congested than it was 20 years ago. A May 14 letter from the Rockville Mayor and City Council urged MDOT to pursue mass transit instead, because it is "the only viable solution to lasting traffic congestion." The letter also expressed concern about the potential loss of private property owned by residents and businesses, and public property, including the Rockville Senior Center, which borders I-270. I share this concern and agree with the council. I want to preserve Rockville's neighborhoods, the integrity of the city, and transportation connectivity, all of which would be severely disrupted by increasing the width of I-270. Adding lanes will increase noise and pollution, invite more traffic, and create new levels of congestion. For all these reasons, I strongly oppose the widening of I-270. Today there is more telecommuting and use of mass transit, cycling, and walking for transportation. This is especially true among young people. If anything, traffic is likely to decrease, not increase, on I-270 in the future. Therefore, it does not make sense to spend billions of dollars to expand the footprint of I-270. Mass transit is the only viable solution to lasting traffic congestion. Mass transit is where I believe those billions of dollars on transportation should be spent. Thank you for your consideration.
8/26/2018	As a resident of Rockville living close to I-270, I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. I-270 is already twelve lanes wide here. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. I certainly understand the importance of improving traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. I also believe that more focus on mass transit is a much better long-term solution than just adding pavement. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/26/2018	I am writing to register our my opposition to any proposal to widen 270 to ease traffic congestion in Maryland. Some mix of HOV lanes, congestion pricing, mass transit, contra lanes, returning local access lanes to through traffic, and more car and van pooling will have more impact than additional lanes. Consideration should also be given to encouraging government and business to expand work at home and flex place programs, and to limiting the growth of businesses like Uber and Lyft, which encourage people to abandon mass transit and put more single occupancy vehicles on the road. We have seen over and over again that building new roads to address congestion is not the answer. I-270 is currently 12 lanes through Rockville, last widened in the 1980s. Predictably, this widening led to growth of residences and businesses along the I-270 corridor as far north as Germantown and increased traffic counts along the road. By 1999, congestion on the road grew to then-projected 2010 levels. Currently, maneuvering toward an exit during rush hour from 270's HOV lane takes guts, skill, patience, and some amount of luck…sixteen lanes is inconceivable. History will only repeat itself by further widening 270, encouraging even more congestion. The only widening that could possibly relieve any congestion would be that which would take place north of Gaithersburg where the number of lanes reduces dramatically. Widening 270 to the south will increase the backup to truly dramatic levels. Meanwhile, the investments of hundreds of property owners and the ambience of long established neighborhoods will be greatly diminished. As further examples, the ICC was promised to relieve congestion in Montgomery County, yet it is lightly traveled, even during rush hour. And one only has to drive over the Cabin John Bridge into Virginia to see what a harrowing experience the Virginia Beltway has become with the addition of lanes and overpasses. Rush hour traffic in that direction is still a nightmare to be avoided at all costs. Additionally, the process by which the state takes private property, eminent domain, is eminently unfair, resulting in below market offers and lower property values for homeowners remaining.
8/26/2018	I am a long time resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment.
8/26/2018	Attached are my comments regarding the expansion of I-270. ---------- I have lived in Tilden Woods, which is just off 270, for 55 years. I have watched the widening of 270 many times, to be followed with increased building of townhouses and luxury homes all along its corridors. One (the construction of news homes) always follows the other (widening of highways), resulting in more and more traffic. It is a fool's goal that suggests that the widening of 270 would relieve traffic congestion. I cannot believe that so many years have passed and that the powers that be still ignore a solution of some kind of mass transit. Widening 270 is NOT the solution. It will doom us all to more traffic and more pollution.
8/26/2018	We travel from Frederick to Falls Church to visit family a few times/year. We recently made 2 trips, one on a Saturday and one on a Sunday. On both trips we encountered a major traffic tie-up on 270 north where 3 lanes funnel down to 2 lanes. We were actually stopped at times. Please consider adding more lanes on this portion of the highway. Thank you.
8/26/2018	Dear Maryland State Highway Administration, I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/26/2018	Hello, I live in the Rose Hill neighborhood of Rockville. I have seen the various options being considered for handling more traffic on I-270. I am vehemently opposed to any option that would physically widen I-270 through Rockville. Such a widening would likely require the destruction of houses in the neighborhood adjacent to mine (Rose Hill Falls), and would expand I-270 to be much closer to my own house. I do not want a 14 or 16 lane freeway so close to my house. Widening I-270 would also require destruction of homes in other Rockville neighborhoods. Other creative options for handling greater I-270 traffic, such as implementing reversible lanes on the existing I-270, seem reasonable, and would be fine with me. Please do not consider options that would physically widen I-270.
8/26/2018	Attached please find the Statement of the Greater Farmland Civic Association regarding the Managed Lane Study. This Statement is submitted for the record and has been approved by the GFCA Board. We request that you acknowledge receipt of this Statement and include the Association in further communications regarding this study. Thank you. Ed Rich President Greater Farmland Civic Association STATEMENT OF ED RICH, PRESIDENT GREATER FARMLAND CIVIC ASSOCIATION MARYLAND DEPARTMENT OF TRANSPORTATION I-270 & I-495 MANAGED LANE STUDY August 26, 2018 This statement is presented on behalf of the Greater Farmland Civic Association, which represents the 981 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods located just south of Montrose Road and just east of Interstate 270. We are writing to express our vehement opposition to any proposal by Governor Hogan and the Maryland government to further widen Interstate 270 and further degrade our quality of life. We, the residents who live adjacent to Interstate 270 and contribute substantially to the tax coffers of the state, have seen the roadway go from four lanes at its inception to 12 lanes today. Each time the road has been expanded, it was sold as a solution to traffic congestion. This has not happened. Instead, the adding of lanes has resulted in the adage expressed in the movie Field of Dreams coming to pass: "If you built it, they will come." The construction of additional lanes at the cost of billions of dollars has simply provided for more single occupancy cars and more traffic congestion, leading to increased environmental degradation of our neighborhood. The highway has sent more and more carbon and noise pollution into our neighborhood. We cannot accept the expenditure of any more funds to further degrade our neighborhood so that persons are able to potentially shave several seconds off of their daily commutes. Have you even thought about the fact that higher speeds lead to more accidents and more severe accidents, which shut down traffic entirely and defeat the purpose of additional lanes? More and more, state transportation officials have come to realize it is foolish to spend billions of dollars to add traffic lanes in an effort to cure congestion. That was the message recently delivered by Roger Millar, the director of the Washington Department of Transportation at a gathering of the American Association of State Highway and Transportation Officials in July. Mr. Millar stated that the underlying cause of traffic congestion is not insufficient road infrastructure but the lack of "affordable housing and transportation solutions" that would encourage persons to live closer to their jobs. He further stated that, even if the state could afford to build additional roadways sufficient to adequately move more single occupancy vehicles, the effect would be to dump uncontrollable traffic on local streets. The solution: more emphasis on telecommuting, off-peak commuting and alternatives to the single occupancy vehicle for getting around. Another report recently issued by the Active Transportation Alliance, looking at traffic congestion in the Chicago area and plans by Chicago officials to fund substantial roadway widening projects, found that adding new highway lanes simply encourages more people to drive instead of taking the train or other means of getting around, thus creating more congestion. The report concluded that roadway expansion had spurred an explosion in driving since 1980, worsening area traffic and leading to more crashes and pollution. Ron Burke, the Executive Director of the Alliance, said that widening roads and making driving easier and faster leads some people to take more car trips than they otherwise would, and to live farther from work and other destinations, while some companies will choose to locate farther afield and away from transit. Burke concluded: "We have to rethink this decades long strategy of relying on cars to take us everywhere on wider and wider roads to bigger and bigger parking lots." Brian Woods, a transportation planner with the Maryland-National Capital Park and Planning Commission, in an article that recently appeared in Greater-Greater Washington, offered common-sense solutions to traffic congestion that should be the focus of any study:
8/26/2018	I am opposed to this expansion. The last thing we need in Montgomery Co. is more cars on the road! What about light rail??
8/26/2018	To whom it may concern, We live in the Rose Hill Falls community, right off i270 exit 5, in Rockville, MD. We strongly oppose any project that wants to widen the highway at the detriment of our neighborhood. I270 is already wide enough (6 lanes!), and we understand there are other more practical and cost-effective solution to reduce congestion such as alternating traffic during rush hour. Please consider these other options. Once again, we oppose the current project to widen i270.
8/26/2018	Hello, We live in the Rosehill Falls Community in Rockville by I270 exit 5. We strongly oppose the I270 expansion project as this would have a direct negative impact on our neighborhood. We kindly urge you to consider alternative solutions. From driving and dealing with traffic, I know the traffic happens from the 495 split between Bethesda and Rockville in the merge areas. Please re-consider. Thank you!
8/26/2018	I am absolutely opposed to expansion of the roads that are well beyond capacity now. I do welcome the study of alternatives and hope that the citizens will be informed and that the study will be complete with impact statements and public hearings. I hope that enough time will be given to the studies and that all citizens will be aware of the effort.
8/26/2018	Sirs I am opposed to widening I-270 at Rockville exits for the following reasons: this huge scale effort doesn't address the problem which is gridlock on 495 and Memorial bridge it disrupts two vital social services- Julius West school and Rockville Senior Center for nought It reduces the area used now for county purposes and gives to non-productive state purposes it is a disruptive, expensive project which affects a small isolating part of the interstate
8/26/2018	ADDITIONAL COMMENTS Here are additional comments that were not included in the study. There is discussion of a Private/Public Partnership, but I did not see details for this. I think that the various alternatives for Road ways may make some partnerships more beneficial than others, or introduce concerns of risk or future costs. It would be helpful to understand more of the contractual strategies. These might include total outsourcing, partial outsourcing of aspects, maintenance or operations outsourcing.
8/26/2018	ADDITIONAL COMMENTS Here are additional comments on the Screening Criteria for Engineering -- (accommodating growth, reliability, alternatives, and minimal driver confusion) I think your current alternatives are constrained by being short term and immediate solutions. I would encourage your study to look at potential longer term alternatives and develop a longer term vision. Here is an idea of what you might consider. The current Beltway was designed and implemented over 50 years ago. At the time it was implemented in a less congested time with much less development and business traffic. I'm not sure if freight traffic was considered since the interstate highways were under development then. I think the idea of a Beltway was to move around a circle and take an arterial road into the city areas. In the last 50 years, the areas near the Beltway ingress/exit points are congested and connect into local roads and suburban development that no longer effectively support the original hub and spokes design. You might consider whether a design that moves to "nested Beltways" would be viable. The current "inner Beltway" would handle more local traffic that is focused on getting to a specific suburban neighborhood or business area. A new "outer Beltway" might be built which would have the function of the original 1950's Beltway (take traffic quickly around to a "spoke" that has connectivity to the "inner Beltway". I think that the current ICC is a piece of that new "outer Beltway"; it connects across and around the northern edge of the metropolitan area. The ICC could be "drawn" into a larger circle which built a new piece around the western edge of the metropolitan area, and then connected south to a new bridge over into Virginia, and probably aligning more directly to the Dulles Airport area. I think the current ICC connects with I95 near BWI; and the southern route is on a part of the current Beltway that is not as congested. Not sure if that would need to be extended. What I am proposing is a new Transit Plan that would be focused on traffic that is passing through, and not localized to the I-270 and I-495 spur that is so congested today with the combination of all traffic. The traffic volume might be reduced with this approach. This would mean that the "pass through" traffic load that is using this congested roadway simply as a corridor to the south would be handled in a more efficient manner. There are probably other ideas that might be viable if the traffic load were better understood and addressed in plans for specific groups of traffic.
8/26/2018	Good afternoon, I'm writing to share my thoughts on the potential widening of 270/495. We live in the Woodley Gardens neighborhood in Rockville MD and our community would be directly affected by the widening of 270 and the expansion would severely impact our community in a negative way. We moved our family to this particular neighborhood in Rockville to be within walking distance of parks, restaurants and the metro. Widening of 270 would destroy many homes and family owned restaurants and business that are an integral part of our community. My husband commutes to Washington DC everyday and takes the metro. I use 270 and parts of 495 daily and understand the frustration with traffic. We also understand that living in a suburb of Washington DC there will be traffic, which is why we moved to this particular community so we can have convenient access to the metro.

Date Received	Comment
8/26/2018	ADDITIONAL COMMENTS: Here are additional comments on the Screening Criteria for Engineering -- (accommodating growth, reliability, alternatives, and minimal driver confusion) I am not sure there is sufficient information to comment on the various road alternatives that is more than anecdotes or extrapolations of experiences. I would encourage your study to develop actual traffic profiles that would support alternatives and provide a basis for future growth. Here are some ideas that may be helpful for this-- Step 1 -- First, define (or sketch out) the kinds or types of traffic in terms of Categories that you can use for a Traffic Model (and would support the basis for the alternatives that you have currently defined). Here are some possible categories (but your group probably would know better what categories would be meaningful as a basis). Category 1 - Freight vehicles traveling locally, Category 2 - Freight vehicles traveling through and not local traffic these vehicles are connecting over the bridge to Virginia, or going east or west around the Beltway to a further destination, Category 3 - Car vehicles traveling locally in short trip durations, Category 4 - Car vehicles traveling through and not local traffic these vehicles may be commuters connecting similar to Category 2, Category 5 - Bus vehicles traveling locally (getting on/off local exits). Category 6 - Bus vehicles traveling through and not local traffic, these vehicles may be commuter buses similar to Category 2, Variations on above: might be broken out by time of travel Rush Hour, Off Peak travel, Night travel. Step 2-- Second, Start collecting data for the Traffic Model through techjnology mechanisms. This could be done by installing the Toll technologies and mechanisms along the roadways for I-270 and I-495. I think that the current ICC has these kinds of technologies related to their toll collections. I would establish a small toll for the HOV lanes and open them up to others who are prepared to pay this small toll (similar to the toll lanes we see in Virginia on I-495). The main purpose of installing these technologies would be to collect actual traffic data that you can use in developing a viable Traffic Model. Step 3 -- Thirdly, Populate the Traffic Model using the Categories that you have defined in Step 1. Then aggregate the traffic usage and volume data and map scenarios to the Alternative Road Developments that you already have. My guess is that some immediate action plan will be apparent and can be quickly implemented to support one of the alternative scenarios that you already have. The remainder will probably be more complex and require a step-wise plan to implement the loads and types of traffic volumes that you can now see. And this Traffic Model can probably be used to monitor and make future adjustments as this area and traffic patterns change. Should be a very good tool for you to use. Step 4 - Fourthly, once you have evaluated the more complex and step-wise Alternatives that require investment and build-out, You are then able to develop and support some of the best alternatives. Your alternatives are now describable not just anecdotally or “this might be best”, you now have supporting data and can figure if bus lanes or freight lanes or separating out commuter through traffic from local errand traffic, etc. Step 5 - Finally, setup Focus Groups to get community support for your scenarios and alternatives.
8/26/2018	ADDITIONAL COMMENTS Here are additional comments on the Screening Criteria for Multi-Modal Connectivity - (enhances connectivity with transit facilities; supports new/modified transit services) I am not sure there is sufficient information to comment on connectivity and how the alternatives for increasing traffic volume would be evaluated. I would encourage your study to develop a Connectivity Model Roadmap. The Connectivity Model would be an transit wide architecture that shows all the points that require connectivity. Each of these points would require some plan for increased parking load. The current Metro parking lots are often full; parking downtown has become less available and the city is figuring how to relieve congestion and parking problems; Bus centers are congested; Park and Ride lots are busy. I think the nodes on this Connectivity Model would include: all Metro stations and lots that would have connection with the Traffic Relief Plan all Bus stations and lots (some exist at Metro stations, but are now being added at Montgomery Mall, the new development on Shady Grove west, etc.) all Rail stations and egress points (there are train stations at Rockville and New Carrolton that connect commuter riders and cars) all Park and Ride lots across Montgomery County all air ports that have some connection and require car parking
8/27/2018	Comment filed on 495-270 Expansion I am writing to object to Governor Hogan’s proposal to add 4 toll lanes each to I-270 and the Capital Beltway. This would be one of the biggest and most expensive highway expansion projects in the country although it is based on flawed asumptions and contrary to the evidence nationwide on the impact of road expansion. The $9 billion price tag for these projects doesn’t include the costs on our environment and our health from increased traffic, air pollution, and climate change emissions or the disproportionate impact this project would have on our poorer and underserved communities. Research on past highway expansion projects like this has consistently shown that they cause more people to drive, resulting in increased sprawl and congested roads only a few years after the project is completed. Based on the Northern Virginia managed highway experience with fluctuating tolls based on congestion levels, tolls during rush hour could easily exceed $40 each way. The construction of additional lanes at the cost of billions of dollars results in more single occupancy cars and more traffic congestion, leading to increased environmental harm, including more carbon and noise pollution, to our neighborhoods. A plan for true “smart growth” would call for strong public transportation infrastructure that (1) provides opportunities for people to live, work and play in a single area, (2) provides housing for persons of all income levels and (3) requires modal splits that significantly reduce single occupancy vehicle traffic need to be prioritized and incentivized. In an age of cell phones, tablets and computers and in which a significant number of white collar jobs do not require the regular presence in an office, Maryland should be encouraging private employers to provide more telecommuting opportunities for their employees. The state, along with county and local governments, could have a significant impact on traffic congestion by providing for alternative work schedules and staggered workday hours.
8/27/2018	My husband and I have lived in the Rockville's West End since 1984. More traffic lanes will not solve our transportation issues.
8/27/2018	I am a current resident of Rockville and life-long Montgomery County resident. It is clear to me that the growth of the County has resulted in the rising traffic situation that we are now dealing with. I commute along the I270 corridor and am impacted by the traffic flow from DC to and from Rockville on I 270. Given multiple alternatives to improve the traffic issues, I am very much opposed to the widening of 270 and having roads continue to encroach on our neighborhoods and green spaces. I have been really impressed with the new innovations coming out of business, the Government and other employers in workplace flexibility to ease the burden of the commute on its workforce. Innovations such as telecommuting and flexible work schedules have already eased the negative traffic experience for many commuters and will continue to be more prevalent as technology replaces the need for constant face to face interactions every day. Already I see that there are available spaces in some commuting garages and lighter traffic on Fridays. In the study, I did not notice efforts to collaborate with employers. Employers are one of the keys to solving this issue, and should be included in the process. We need to let technology and workplace practices continue to evolve and not put our valuable time and resources into new physical structures like the widening of 270. I do think that reversible lanes are an interesting option as this will require little infrastructure cost compared to a widening project....one which I hope you will continue to study and consider. Thank you for the opportunity to comment. --
8/27/2018	Please No physical widening of 270 through Rockville
8/27/2018	To Whom It May Concern, I live in the Woodly Gardens Neighborhood in Rockville, MD. Our community would be negatively affected by any of the options that include the physically widening of I-270 through Rockville. There are many reasons why physically widening is a bad idea. For example, there are houses built close to I-270 that would have to be relocated; there is a local shopping center that would either have to close or be relocated; and there are grass fields at the Rockville Senior Center that would have to give way. All of those changes would alter the decades-old characteristics of our neighborhood in a detrimental way. And simply adding more lanes cannot be the answer to the current problem. Instead, traffic planners should look at what causes the rush hour traffic. For example, the local lanes add lots of bottlenecks that could be eliminated by merging the local lanes with the other lanes; poor signage could be improved and help traffic flow better. The I-495 to I-270 interchange could be dramatically improved. Last but not least, reversible lanes could be used during rush hour to increase the number of lanes going in one direction without having to physically increase I-270.
8/27/2018	Regarding the managed lanes study, As a citizen of Silver Spring, MD, I request: • No physical widening of I-495 is worth tearing down homes and thriving business areas, destroying parks, reducing green space, and harming neighborhoods • Better transportation options that regular people can afford to use going to and from work. • Mass transit alternatives such as all-day MARC train service from DC through Silver Spring and Kensington to Frederick. Thank you for your attention.
8/27/2018	August 27, 2018 Comments on the Managed Lane Study Alternatives This responds to the request for public input on the proposed alternatives in connection with the Managed Lane Study. My wife, Sarah Miller, and I live on a street that is near, but not adjacent to, I-495 and the Connecticut Avenue entrance to the Beltway. By way of background, we have been Maryland and Montgomery Country residents/homeowners since 1980. We have paid Maryland and Montgomery Country income and property taxes during each of those 38 years, as well as the state transfer taxes, state stamp taxes, etc. on each of the three homes we have lived in. We are both recently retired and are looking forward to enjoying our home which we love and which we purchased in December of 2000. Like most retirees, we may, at some later date, need to rely on the equity in our property as a source of income. We are thus concerned about any adverse impact on the quality of our lives, on our home and/or the value of our home by any action initiated by the state in connection with the Managed Lane Study. Summary of Comments and Concerns: At the outset, we are cognizant of the need to improve transportation experiences for Maryland residents both to increase the quality of life and to attract quality jobs and employers to our state. In connection with the Managed Lane Study and the proposed alternatives, however, we have five comments and concerns: 1. The Managed Lane Study has suffered from a lack of sufficient notice to, and meaningful opportunity for, potentially impacted residents to be heard. 2. The Managed Lane Study suffers from a lack of transparency in the connection with public comments. 3. The state should expand access to public transportation to solve traffic congestion instead of building what will quickly become additional clogged traffic lanes.4. The state should consider the combined effects of the Managed Lane Study and other State Highway Administration (“SHA”) projects on residents and coordinate the Managed Lane Study and other projects to minimize the impacts on residents. 5. Although a Public Private Partnership can be fiscally a responsible way to implement a public works program, accountability must remain in accessible, responsive and responsible public officials.6. Any expansion of new lanes into existing neighborhoods should be done in a fashion that minimizes impacts on the neighborhoods, involves effective noise abatement, and fairly compensates residents for any taking of property or reduction in quality of life or home values. These comments are elaborated below. The Managed Lane Study has suffered from a lack of sufficient notice to and meaningful opportunity for potentially impacted residents to be heard. We learned of the then publicly available information about the Study at an open house held at BCC High School on April 19, 2018. At that time, we raised our concerns about the need to consider the combined effects of the Study and other SHA projects (discussed below) on residents and to coordinate the Study and other projects to minimize the impact on residents. None of the state representatives at the open house were able to address our concerns. We subsequently submitted our written comments in a detailed letter dated and mailed May 1, 2018. At a public workshop we attended at Thomas Pyle Middle School on July 25, 2018, we were informed by a state representative that our comments were not considered because they were received after May 1. Obviously, 11 days is not a reasonable period in which to provide a meaningful response to the state’s request for comments. The Managed Lane Study has also suffered from a lack of transparency in the connection with public comments. At the July 25th meeting, we were informed that the comments previously filed could be viewed as an attachment to the Scoping Report. While the SHA’s power point presentation states that 620 comments were received (see slide 14), we have, unfortunately, been unable to locate that Report despite searching for the Report, public comments and/or responses to the first survey on the 495-270 P3.com website. The only letters we could find were responses to the state’s request for information from 27 corporations seeking to participate in the P3 program. Even if the public commentary is located somewhere on the website, it is certainly not intuitive to members of the public. Understandably, we would like to review comments submitted by other citizens and public officials to further inform our own responses to the Study and the alternatives. The state should expand access to public transportation to solve traffic congestion instead of building what will quickly become additional clogged traffic lanes. Proposed alternatives 14A-C are three public transportation solutions to highway congestion. For the reasons set forth in the Washington Post articles on February 18, 2018 and August 23, 2018, we agree that expanded public transportation is the right way to address traffic congestion. Accordingly, we endorse consideration of alternatives 14A-C and other reasonable cost-effective public transportation initiatives. Indeed, the Purple Line project, the construction of which will impact our daily commute in and around Montgomery County, is an example of a public transportation initiative that is intended to alleviate east-west traffic congestion in Montgomery County. The state should consider the combined effects of the Managed Lane Study and other SHA projects on residents and coordinate the Managed Lane Study and other projects to minimize the impact on residents. In the past two years, SHA has undertaken two other projects that have had or have the potential to negatively impact the quality of life in our neighborhood. The first was the invasive species removal program which goes by the term Integrated Roadside Vegetation Management (“IRVM”). From well before we moved to our neighborhood until the fall of 2016, there was a dense barrier of trees and other vegetation on the land between Inverness Drive and the beltway. These trees and vegetation provided a complete visual barrier between our house and the beltway and a very effective sound barrier as well. As part of IRVM, SHA, without any notice to impacted residents, removed through herbicides and other means most of the trees and vegetation. As a result, the neighborhood is louder and has less of a visual barrier, particularly in the non-summer months. I discussed and corresponded with a Ms. Roberta Cowen of SHA in December of 2016 about my concerns and the need for replanting asap to reinstitute an effective vegetation barrier. Ms. Cowen was very responsive and advised that Phase 2 of the IRVM was on the SHA schedule for 3/20/18, with an approximate start date of July ’18. In an April 18, 2018 exchange of emails, however, Ms. Cowen advised as follows: “Unfortunately, our situation has changed significantly since our last communication. Our Phase 2 IRVM projects were all delayed indefinitely due to funding issues. We do have plans however, to shortlist some priority screening sites on all of our projects. Your area is already on the list to receive plantings when/if the projects go out. Looks good right now....” The second potentially negative project is a new salt dome off of Kensington Parkway. The salt dome is to be constructed near the same four-leaf clover Connecticut Avenue entrance and exit that is the subject of our
8/27/2018	To Whom It May Concern: I write on behalf of the Woodside Forest Civic Association (WFCA), as many of our residents attended the Public Workshops regarding the potential widening of I-495 and I-270. The WFCA strongly opposes the widening of I-495 (or "the Beltway") for a variety of reasons, not the least of which is the complete lack of transparency associated with this project. Although the public workshops revealed 15 different options--plus a number of sub-options--it has been apparent from media reporting that decisions have already been made behind-the-scenes by the Governor's office that any effort will involve expanding the Beltway by four lanes additional toll lanes. If this is accurate, then this delegitimizes the required public process used to determine the direction and nature of this massive project. Further, the State Highway Administration (SHA) is seeking public comment at a time when the State has not provided any information on how much land would be taken or used as part of any expansion, nor has it provided any information on the nature of any contract associated with a public-private partnership and the associated potential short, medium, and long-term costs to Maryland taxpayers. It is impossible for Maryland residents to understand or appropriately comment on any project while lacking such information. In addition, any widening of the Beltway would do great harm to Maryland communities in multiple counties by causing the loss of homes, businesses, parks, and community centers. In many places, including Woodside Forest, the Beltway is surrounded by communities which have developed over many decades and there is no room for expansion without tearing them apart. For example, Woodside Forest has been a community since the mid-twentieth century. Over that time, we have co-existed with the Beltway, with homes coming within feet of the highway. Expansion of I-495 would require the destruction of these homes and removal the families who live in them, including people who have lived in their homes for many years. Similarly, the Silver Spring YMCA and the Sligo Creek Golf Course, both of which serve our community and many surrounding ones, would also likely require removal. These would be major losses for thousands of Maryland residents. Widening the Beltway would have a chilling impact on local businesses, including those along the Georgia Avenue corridor. This major artery, which feeds into I-495, has dozens of businesses--both large and small--including restaurants, grocery stores, specialty shops, drug stores, and gas stations. Some of these businesses are within feet of the existing highway and would be destroyed, while others would be dramatically impacted by construction. This corridor is also under consideration by the SHA and Montgomery County for redesign and development to improve safety and access to the many businesses. Expanding the Beltway may negatively impact such plans, thereby preventing important improvements which would otherwise help create new commerce and jobs. Further, being a community close-in to a major city, there is an inevitable lack of green space in the area--an issue even before the removal of trees for the development of the Purple Line. Woodside Forest and the broader region greatly benefit from having Sligo Creek Park, a wonderful family-friendly resource which serves thousands of residents, providing safe recreation, a beautiful setting, and a sense of nature in an otherwise highly-developed suburban setting. The park is a major part of what makes our community unique. Any expansion of I-495 would necessarily destroy and upset portions of this park, including forest which predates modern development. In addition, this green space provides environmental importance, serving as a habitat for animals, including birds, fish, and mammals which otherwise have limited space in this area. Beyond the great damage to our community, we are concerned that the overall expansion--and particularly the addition of toll lanes--will not achieve the goal of decreasing commute times for most Maryland residents. Past examples of such projects have demonstrated that during peak traffic, tolls will likely rise to amounts which most commuters could not possibly pay (Virginia's regular $40-plus tolls are an obvious example). In other cities, such lanes have also been unable to meet the costs of construction, maintenance, and operation, so taxpayers have been on the hook to subsidize this infrastructure. This means that most Marylanders will be paying to subsidize $9 billion worth of lanes that only the very wealthy can use routinely. Even in an unlikely best-case scenario where the new lanes somehow have low tolls or even remain cost-free, thereby allowing the lanes to have heavy use, other examples across the United States have demonstrated that building out more highway capacity only leads to more cars on the road--with commute times returning to the same levels within a relatively short period of time. In this "best case," the SHA will be taking away healthy green space and replacing it with more pollution and fumes for our residents to breathe (here it should be noted that pollution from heavily used highways has been demonstrated as likely contributing to health and cognitive issues in children who live or attend school nearby). There are alternatives. Maryland has only recently begun construction of the Purple Line, which will largely parallel the Beltway for much of the milage covered by the proposed project. This is a major investment and is likely to pay major dividends in moving people to and from their jobs in many of the same areas the SHA proposes to address through the expansion of I-495. Considering the magnitude of the Purple Line, it would seem prudent to wait on the completion of that project before determining what additional course of action may be required. Similarly, many of the communities along the Beltway and other key arteries have recently proposed new public transportation projects or changes to existing public transportation. These may also combine to have a dramatic impact on moving people around and address the issues being targeted by the potential widening of the Beltway. Considering the Beltway expansion proposal's fiscal cost to Maryland taxpayers and its many other real costs to communities which reside near the Beltway, the State should allow these other projects to mature before any decisions are made. Should you have any questions, I am happy to speak further on this issue, which is critical to the Woodside Forest community.
8/27/2018	Hi, just wanted to express my concern regarding the widening of 270 and provide a request/suggestion. If the widening must happen, can you please consider raising 3 story tall brick fences as sound and pollution barriers to the nearby neighborhoods? I live in Rose Hill Falls right off of 270 Exit 5 and the noise and pollution would reach unlive-able levels if the highway were to increase in traffic even further without any sort of barriers. There is a partial 1-story barrier across part of our neighborhood, but it does very little. Most of the dwellings are 3 story townhouses and I cannot imagine this being a livable situation without 3 story walls, if the traffic were to increase in any way from now. It would most definitely become a loud nuisance in all of our bedrooms without this wall.
8/27/2018	To whom it may concern, I am a resident of Rockville who lives in close proximity to I-270. I urge the State not to choose any option in its “I-495 & I-270 P3 Program” that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/ institutional property abutting I-270. It would also significantly impact the noise and air pollution in my neighborhood. I recognize the need to improve traffic flow. However, unlike I-495, I-270’s traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270’s footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State’s plans for I-270, I urge the State to make every effort take my comments into consideration.

Date Received	Comment
8/27/2018	I have reviewed the plans and alternatives of this proposal to expand I-270 and 495. After consideration, I am NOT in favor of the proposed expansion as a response to the congestion and traffic along the 495/270 corridor for several reasons. First, I have read the statement provided by Ed Rich, PRESIDENT, of the GREATER FARMLAND CIVIC ASSOCIATION, to which we belong. We completely support that statement (which follows below my own remarks). Personal statement: • I do not believe that merely adding one or more lanes of traffic will ease congestion. As stated in the Civic Association's statement, traffic expands to fill available capacity -- much as the amount of household clutter expands to fill available closet space. To believe that traffic will not increase – especially with the expansion of land use further north (e.g., Clarksburg) is either short-sighted and/or naïve – and certainly demands extensive study. • As an 18-year resident in Old Farm, our home is 2-3 blocks from I-270. While some road/traffic noise was occasionally evident when we first moved in, it has gotten worse over time. The current din of noise from 270 often makes it unpleasant to sit outdoors. Expanding 270, with subsequent traffic increases, would simply compound an already bad noise pollution situation. • A corresponding environmental concern is air quality. Creating a situation that will enable more traffic will simply exacerbate a condition we should be looking to reduce. The increase in pollution needs to be studied. • In reviewing the Cintra material, via the link from the Maryland.gov site, I was struck by the emphasis on the financial elements of each of their projects and the lack of information regarding any environmental or quality-of-life factors. The two things I noted was their comment about having 100 customer service professionals (for all their projects??) and the public controversy connected with the North Carolina project -- where they simply say they are working on with the state. Overall, it is reminiscent of the person who, upon asking a car salesman about a car's reliability is told that this dealership has the largest service department in the area. The customer's retort before leaving: I want a car that needs less service. • I have a concern about the societal impact of expanding the use of toll roads to expedite personal travel. Those that can afford the fees gain a benefit. Those who cannot, remain mired in traffic. This simply adds fuel to a growing tiered "haves vs. have-nots" situation. Today, we often see that those least able to afford personal transportation are most dependent on taking jobs wherever possible, and are relegated to sub-optimal transit and a poorer quality of life. Montgomery County is diverse. Why not improve transit so that everyone benefits, not just privileged drivers? • Finally, in reviewing the alternatives proposed, all but one focuses on highway travel options. Only one option addresses rail or buses (public transit), and no option considered technology (e.g., telecommuting).
8/27/2018	Good Evening, I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. Other options to address traffic patterns should be pursued.
8/27/2018	To WHOM IT MAY CONCERN: Dear Madam/ Sir, Please accept my strong rejection of the project for widening 270 highway. 1) I have recently underwent cancer operation and still have many doctoral appointments and visits in the area. If I move from my current residence, located at the west side of 270 highway, between exits 5 and 6, my medical visits will be far more time and energy consuming. It will be impossible for me to keep my part time job and my follow up medical appointments. 2) Building a comfortable network of friends and neighbors is time and emotional energy consuming process. It took me many years to call Rockville home. If the neighborhood is demolished my emotional comfort will go with it. I do not have time to build new relationships. 3) The expense of 270 widening will not be covered by the benefit of it. Please take into consideration my objections and change the plans to build more lanes on the road. Regards,
8/27/2018	No widening of 270 through rockville
8/27/2018	I disagree with the expansion of I-270 in Rockville.
8/27/2018	I disagree with the proposed I 270 widening through Rockville. You'd be taking away precious green space.
8/27/2018	Hi, I'm the resident of one of the neighborhoods that will be affected directly by this effort. My husband and I strongly oppose the idea of destroying the lovely peaceful communities in our neighborhood by the local government in order to address the traffic issue that currently commenters, including ourselves, face on a daily basis. We believe that there are other creative solutions that could address the issue without compromising the stability and health of our communities. Your careful consideration of this matter is highly appreciated.
8/27/2018	We do not support widening I-270. Wider roads invariably bring more traffic, more noise and more pollution into our neighborhoods. We are open to reversible lanes and we strongly support an extension of the metro and other public transportation solutions. We support Rockville elected officials in their rejection of this solution to traffic concerns.
8/27/2018	Don't widen 270 in Rockville. The neighborhood is more important than expanding the road. Other options must be explored. I am opposed. Sincerely
8/27/2018	August 27, 2018 Dear SHA, I am forwarding you an email from a Rockville resident who sent her comments to Info@I270Issue.org. The email is below. I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. In addition, a much cheaper and environmental option would be low cost express commuter buses that use an hov lane, or a dedicated bus lane. This would create a viable mass transit option never tried. New York City has had them from Queens to Manhattan, also 16 miles, for 50 years and is successful. The key is affordability. Subsidizing buses is much more prudent from a budgetary perspective than buying homes digging up concrete, and destroying our environment and communities. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/27/2018	It has come to my attention that there are potential plans to widen 270 and to confiscate homes in the West End, Rockville district through eminent domain. I purchased my house in 2007 in order to provide care for my parents who live down the road off Azalea avenue and to start to raise a family in a quiet neighborhood. I have done a thorough rebuild of the entire interior with my own hands. I was married in my backyard. I re-built decks and patios by hand and planted hedges and built a fence to keep in my dog and children. We go to the parks and walk into downtown area and use the schools. My intention was to live in my house until I am too old to maintain it. It does not seem fair to punish residents for the area's poor planning and excessive building in the search for more tax revenues. It seems a breach of contract and in direct opposition of the American dream. The offer of "market value" is always dubious. First of all, it should be 25% over market value (at least) for the inconvenience of being evicted through no fault of your own. Second, what will market value be when there is a massive highway coming right next door and how is it determined when the houses in the neighborhood are all very unique? What happens to the homes that don't get confiscated, but now are closer to the highway and less desirable? And finally, you can't really put a value on the effect of tearing a family from their home. A home they built by hand. The 270 corridor in that area near exit 6 is not a heavy traffic problem and widening in that area won't help anything. I urge you to take into account those who came to the area to make it a community and a home and do not put the more temporary apartment and condo owners needs first.
8/27/2018	Good afternoon, As a Rockville resident I am strongly opposed to the widening of I-270. I reside at 7 Chantilly Court and am VERY concerned about the possibility of 200 homes being taken the State of Maryland as a part of eminent domain. While I approve of progress in the state highway systems, I am opposed to progress at the expense of our homes and neighborhoods and physical widening of I-270. A viable option would be reversible lanes which have prove to work exceptionally well along other highways and roads in the state. Sixteen (16) lanes abutting residential communities is the worst possible option for our neighborhoods and we want our voices heard. Thank you in advance for your consideration of this project and the negative impact it presents.
8/27/2018	My public comment was not sent for some reason and "token invalid" was the error received. Kindly accept my comment below. I am strongly against the widening of 495 and urge the SHA to reconsider. The areas are already a dense populated area and while I agree there is a lot of traffic, I don't feel that widening 495 would lead to the solution for several reasons. Being someone that lives in the neighborhood that this impacts and may benefit from it the most, that is quite the opposite case. First the proposed project will take away from many amenities that me and my neighbors frequent. Facilities close to the beltway such as the community YMCA would be displaced or will be only closer to the noise and air pollution. These amenities are not only historic but are what make the neighborhood unique and attractive which has kept property value high. With the widening suggested to the roadway, this will surely impact the property value and not in a good way. Second, the proposed project is a P3. I am a subject matter expert in the area of pavement materials and have spoken with many experts in the area of transportation financing such as P3 at the Transportation Research Board Annual Meeting and most are against them. No matter the project, it must be paid for. Contracting out part of the project to private industry only puts a premium on the costs and makes it appear that it is cheaper since politicians do not have raise taxes but in the end costs more. The true issue is we do not pay the true value for our roads which has put stress on DOTs across the Nation. Raising the gas tax and keeping the roads public is the best approach for funding future roads. Privatizing roads not only divides the income gaps more but is a more costly solution overall if you consider the life cycle costs since now a private industry is responsible for managing and maintaining the road. The addition of a proposed toll lane that is an express lane will most likely contribute to dividing the income gaps more. The cost of living in this area is already high and the added cost of a pay for use road will certainly not be something me or my family could afford. As a result, it will be an express lane for the rich making their already easier lives easier than the struggling middle class. Third I am against the proposed options that do not contain any benefits for public transit. This suggestions, illustrates how out of touch decision makers are in with the people of this community. A significant percent of the community nearest the proposed project use public transit. The widening of the roadways will not impact a large portion of the commuters as they already can not afford to drive to work (largely due to restricted parking or high parking costs). Lastly the project is not forward thinking. Many of the newcomers find this area attractive due to its walkability and public transit. This is why D.C. property costs have increased significantly. When these urban dwellers want more space they will be looking out to the suburbs that are still walkable or have good public transit similar to the reasons they moved downtown D.C.. Furthermore, the younger generation is less and less investing in cars and with the future of autonomous vehicles there will likely be many disruptive changes to come with how we move people and goods. This project just focused on the same old solutions that we have done over and over again which has shown to not be sustainable and are an expensive fix that will need to be improved in the near future.
8/27/2018	Dear SHA, I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require removal of existing green space, more environmental issues like noise and water management, the destruction of homes, commercial property, and government/institutional property abutting I-270. I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily, and I strongly oppose to the widening of I-270 in Rockville. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration. As an I-270 commuter, I recognize the need to improve traffic flow but other methods for reducing congestionwithout widening the I-270 should be considered. Unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. Again, I urge the State to make every effort take my comments into consideration.
8/27/2018	Please see the attached letter to the Maryland Department of Transportation written by the District 20 Delegation. For any questions, please do not hesitate to contact us at 301-858-3634. Luke Pinton Chief of Staff, Senator William C. Smith, Jr. District 20, Silver Spring/Takoma Park, 410-841-3634/301-858-3634 August 27, 2018 As representatives of Silver Spring and Takoma Park, the District 20 Delegation appreciates theopportunity to comment on the Department's I-495 & I-270 Managed Lanes Study. Our community is intimately familiar with the many transportation challenges facing the region and we look forward to working with you toaddress them. That being said, we have grave concern about your proposals, particularly the I-495 widening in our legislative district.We are committed to reducing traffic congestion and commute times as doing so will greatly benefit thequality of life for those in our region. But we believe the evidence shows highway expansion will only make the problem worse by inducing more traffic and auto-centric development. Moreover, Virginia's experience withhighway expansion using private toll lanes (aka "Lexus Lanes") suggests drivers could expect to pay extremely high toll fees in order to exercise the privileges of this new infrastructure.Solving our transit problems will instead require our government to pursue a multifaceted approach inclusive of investments in rail, bus rapid transit, and improved bus routes. These multimodal investments haveproven to be most effective in decreasing commuter times and help to mitigate the harmful effects of emissions from overcrowded roads.The Department's proposal to construct four additional, privately-owned toll-lanes on I-495 runs afoul ofthe type of smart and environmentally sound transit solutions we deserve. The Department's proposal also fails to sufficiently address the concerns of many District 20 Residents living in close proximity to I-495, who fear their homes will be negatively impacted by the Beltway expansion. We also have significant concerns that the proposed expansion will have detrimental environmental consequences for the Northwest Branch of the Anacostia watershed and in Sligo Creek Park. While we are adamantly opposed to the proposed Beltway expansion, we look forward to working together to address our transportation challenges in the future.Sincerely, Senator William C. Smith, Jr. Delegate Sheila Hixson Delegate David Moon Delegate Jheanelle Wilkins
8/27/2018	I live just east of I-270 and just south of the Falls Road exit. I can hear I-270 all day and all night. If any improvements are made to I-270 they should definitely include placing a sound barrier next to the woods between Falls Road and Wooten Parkway. As a commuter northbound to Rockville, I recognize that northbound traffic is extremely light in the mornings, and reversible lanes are a much better and more efficient alternative to widening I-270 north of the spurs. I also value the green space west of me, and the foxes, deer, and rabbits which live there.
8/27/2018	I am respectfully writing to oppose the proposed expansion of 270-495. I have seen no evidence that this will actually work to reduce traffic congestion. And in the process of widening the already 12-lane areas of 270, homes and businesses will be destroyed (which means lives will be uprooted and devastated). Not to mention the traffic nightmare that will occur during the construction of the expansion. Below is an article from 1999 that shows that the expansion back then did not relieve congestion, but added to it. Please reconsider this supposed solution. https://www.washingtonpost.com/wp-srv/digest/traffic4.htm?noredirect=on Thank you for your time and consideration.

Date Received	Comment
8/27/2018	Good afternoon, I am writing to voice my opposition to the physical widening of 1-270, I am very concerned with the possibility of 200 homes being taken by the state via eminent domain. I worked very hard to purchase my home in September 2017 to provide my son with the opportunity to go to the excellent Fallsmead/Frost/Wooten Cluster. As a single mother, I utilized my savings for the down payment and renovation of our home to provide a comfortable home for my son to grow up in. I understand the need for better traffic flow and am in agreement with the possibility of other alternatives such as reversible lanes. Please consider other alternatives that would not negatively impact the Rockshire and surrounding communities. The Rockville Mayor and Council voiced their opposition to the widening of I-170. The voices of the residents should be heard in this democracy in the United States of America.
8/27/2018	I live in the Horizon Hill neighborhood, in the City of Rockville (post office city is Potomac). I want to express my concern that among the six high-level "screening criteria" listed in the proposals, NONE address the impacts on the people who live near I-270 or adjoining areas. This is a serious omission. Whether intentional or not, it give the appearance that the State of Maryland cares only about the people who are driving vehicles to and from the area. (Those drivers may or may not be citizens of Maryland.) I am requesting that there is a serious need for you ADD a 7th criteria: IMPACT ON CITIZENS I am also requesting that this problem be viewed NOT ONLY as a VEHICLE moving issue, but also as a PEOPLE and THINGS moving issue. The expansion of I-270 and I-495 to add either two or four lanes will wreak havoc on Rockville neighborhoods AND businesses. Understandably, I am deeply concerned that my needs, and those of citizens like me who live in Rockville, are not being considered. I request that there be NO increase in the number of lanes without at minimum a concomitant addition of traffic controls such as reversible lanes and "trucks only" or "through traffic only" lanes. ALSO, consider adopting some European traffic controls I have seen. For example, in Poland, there are temperature monitors on bridges with a screen (much like we have now overhead) that tells what the air temperature is and, more importantly, what the bridge temperature is. This is a tool to help reduce accidents caused when bridges freeze before the road does. Also, during high traffic times, I have seen signs reducing the speed limit, which manages the congestion better by pacing vehicles better. This is a massive project. It will require thoughtful analysis to come up with an optimum solution. That solution should include the impact on citizens who are not on the road, as well as those who travel it.
8/27/2018	I would like to voice my strong opposition to any effort that involves widening of 270 adjacent to the Woodley Gardens community, home to thousands of Montgomery County residents who would be negatively impacted with such a change. Folks in our diverse community have for decades enjoyed a park, shopping center, sidewalks and schools that make for a strong community and combined make Rockville one of the most livable and sought after cities in Maryland. We cannot withstand seeing our vibrant community destroyed by additional lanes which will at best be only a temporary bandaid to alleviate traffic. Other environmental issues such as increased pollution and noise are not acceptable. Furthermore, widening the road does not address the traffic problems in a forward thinking, 21st century approach befitting the very Technology Corridor it traverses. Our state should be capable of forming solutions that address the issues in a sustainable manner with preservation of neighborhoods as a key element.
8/27/2018	To Whom It May Concern: I am opposed to any plan to widen the Beltway. Beltway widening would be a disaster for my neighborhood, destroying homes, business, churches, our local YMCA, and parts of Sligo Creek Park. And it is hard to see how there could be anything but a short-term improvement in traffic congestion. More lanes will just lead to more commuter housing being built in places where people have no choice except to drive. In the end the traffic will be as bad as before and the sacrifices my neighbors and I will have to make will have been for nothing. I also object to the way that the plans for I-495/I-295 are being presented to the public. We seem to have no opportunity to raise objections and are being given very little information about what the real costs would be or how much property would be taken. The process reminds me of nothing so much as the way highways are built in many developing countries, where the bulldozers simply show up and start kicking people out with little or no warning. I had thought that this kind of thing couldn't happen here. Was I wrong?
8/27/2018	Dear SHA, I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require removal of existing green space, more environmental issues like noise and water management, the destruction of homes, commercial property, and government/institutional property abutting I-270. I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily, and I strongly oppose to the widening of I-270 in Rockville. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration. As an I-270 commuter, I recognize the need to improve traffic flow but other methods for reducing congestion without widening the I-270 should be considered. Unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. Again, I urge the State to make every effort take my comments into consideration.
8/27/2018	As a resident of Woodside Forest and Montgomery County, I strongly object to the proposed widening of I-495. It's bad enough that Beltway widening will destroy thousands of beautiful, historic homes, local businesses, and green spaces, but it's also not likely such widening will reduce congestion.Traffic will continue to move slowly, as wider highways encourage greater numbers of commuters to take to the streets. MDOT's 2012 study of possible Baltimore-Washington Parkway widening is the perfect illustration of this phenomenon. I urge the state of Maryland to consider other traffic-alleviation measures. In particular, the state should allow the Purple Line project to mature before evaluating whether mass transit, not Beltway widening, might be the solution to our traffic woes.
8/27/2018	I trust your week is off to a great start. As a longtime resident of Rose Hill Falls Community (25+ years), I am greatly concerned about any "widening" and "adding" lanes to I-270. My house will directly be impacted. I live in an end unit (by hiker-biker trail) at 320 Winding Rose Drive, Rockville, MD. 20850. I paid "extra" money when I purchased my house 25+ years ago to get this particular "lot" as it was exposed to "nature" and I was told it will be "protected" land. As it is, even with special windows in the house there is still a great deal of noise with existing trees and sound wall. I can just imagine, how this would impact us if the lanes were added. I don't want to lose my house. I don't want to lose value of my house and the equity that I built. I am a single income person and greatly rely on the equity of my house. I am praying officials will come up with better alternatives than adding lanes to solve the traffic issue. I pray for guidance for all and I hope that right decisions are made for the benefit of all of residents/owners and more importantly our environment. I have expressed my concerns via "online form", leaving a "vm" as well as this "email". I hope my request and objection is taken into consideration. Thank you for your time.
8/27/2018	NB: submitted a comment on the SHA website, but did not get a receipt. If you did get that, please replace this email for the one on the website link. Dear SHA, Please do not physically widen I270 in Rockville or thru other fully developed communities. Your engineering considerations do not include the impact to the established communities that directly abutt I270. Turning this 12 land road into 14 or 16 lanes would destroy homes, businesses, community gathering places and lessen the property values of many who will lose their buffers to the already very loud road.What happens to my friend who is trying to sell her house but just found out the State may be destroying it? How could anyone sell their home with this possibility looming over them? What happens to the 100 residents of the nearby Nursing Home? Not to mention their families and the employees? What about the new development on Rt 28 near Hurley (only a few feet from I270) which is just being completed? Or the wonderful new grocer who just opened this summer right next to the I270 wall? How can the chaos a widening would create be ignored in your considerations? The State's alternatives do not include some obvious ones. The transit options are incredibly vague, making me think they are not being taken seriously. In a heavily populated area such as ours, public transport should be the FIRST thing to consider. Building more pavement is not going to fix the congestion problem long term and is the wrong way to go environmentally. I've lived here through previous widenings of I270 and it just fills up again. The alternatives do not distinguish between I270 where it is 12 lanes through fully developed communities vs 4 lanes where there seems to be undeveloped land. Traffic is always bad when I'm on the 4 lane section regardless of time of day. It creates a choke point in evening rush hour when all the northbound lanes disappear. No alternative discusses the other major choke point where I270 joins 495. Again lanes disappear. Alt. 1: No build would be fine. But you might want to consider some new alternatives. ***New alternative: Widen the 4 lane section if there is undeveloped land to do so. ***New alternative: Address the split. ***New alternative: Remove the local lanes. There may be enough land between the extra merge and breakdown lanes to create a new travel lane. The local lanes cause congestion frequently and necessitate many more merge movements than occur with traditional lanes. Alt 2: Fine as it doesn't physically widen I270.Alt 3: No thanks. Unless the State can find a way to do this without widening the I 270 footprint. Alt 4: Widening 495 would likely destroy mature communities there, so no. Alt 5. No tolls, or "price managed lanes" as the State calls them.Alt 6: No. A 16 lane I270 should not be considered.Alt 7: No. It doesn't seem possible to add 2 lanes (1 in each direction) on I270 without widening the footprint. Is there proof that HOV lanes are really that heavily used? They look pretty empty when I'm out there.Alts 8 & 9: Please do not widen the I270 footprint. No tolls please. Alt 10: Please do not even consider this one. (16 lanes and tolls = no) Alt 11: I270 is fine (no build) My experience is the local/CD lanes create more problems than they're worth on I270. Doubt they would help the beltway. And they take up a lot of land. Alt 12A: I 270 is fine. Is there really that much difference in flow in either direction at peak on 495?Alt 12B: This is a good idea. Doesn't widen I270. There is a clear difference in traffic volumes at peak travel. Alt 13A: Widening the beltway would disrupt communities. No tolls, please.Alt 13B: No. Widens I270. No tolls.Alt 14A: Yes to improving MARC rail. We already have rail. Run it all day. Improve reliability. This should be done immediately! Transit improvements should be the first option!Alt 14B: Yes to improving light rail. Work with Metro to extend Red Line to Frederick. We were promised light rail from Shady Grove to Clarksburg when new development was being planned in the '90s but it never got built. The houses did. If the light rail was there I270 might not be as congested as it is. Light rail is needed.Alt 14C: BRT is an interesting idea. However, when I've looked at it through Rockville, I can't see how it could really be made rapid on the surface streets.Alt 15: No, not if it means widening the I270 footprint. If the local lanes were removed there might be room. Or convert the HOV lane/s to a dedicated bus lane. I support the concept, but not if it negatively impacts abutting communities. Please make the impact on mature communities a top consideration. Transit options should be the first alternatives. Reversible lanes on I270 are also a reasonable option.Thanks for the opportunity to comment on this important project,
8/27/2018	Hello, I am attaching my comment for the I-495 and I-270 Managed Lanes Project. I am also including a link to it online in case my attachment fails. https://drive.google.com/open?id=15aVf5WUGAHDkyhc-AJ_23XRDOPtkGWVe
8/27/2018	Study Team, I oppose the expansion of the beltway. I live in a neighborhood (forest estates) immediately north of Holy across hospital. One major reason is that the risk from particle pollution will be increased for my family, including young children. The remove of nature trees will increase this effect. https://www.epa.gov/pm-pollution. Also, noise pollution will increase. There are other forms of traffic relief (e.g.,) HOV, that must be done before this step.
8/27/2018	To whom it may concern: This is to urge the SHA to reject proposals that involve the widening of the I-270. Widening of the I-270 will destroy communities, displace families and friends, dislocate students, and will not solve the underlying problem creating traffic congestion. Moreover, such a physical expansion of the I-270 would lead to more noise, pollution, loss of nature, and erosion of property values, which it seems that the project is not taking into account. A broad expansion of the I-270 without a comprehensive study of the underlying reasons of traffic congestion is unwarranted. The current proposal would expand the freeway without addressing current bottlenecks that are responsible of creating traffic. For example, it is the narrowing of the I-270 from 6 lanes to 3 lanes each way when it crosses and transitions into the I-495 that creates massive congestion problems. This is nowhere discussed, and instead the solution is portrayed as a physical expansion across all the freeway. Clearly the solution is to first address current bottlenecks, using for example a double decker, instead of affecting communities, households and the environment. Moreover, as history has shown us, expanding freeways brings more construction and expansion of townhouses as more traffic is allowed, thus not solving the problem at hand. So I urge SHA to first consider addressing the problems creating traffic congestion, and not simply taking the easy solution to expand freeways. One more comment. In those areas where indeed there would be a need to expand the freeway, the SHA should commit to minimize the impact on households by first taking land from commercial areas or unpopulated land. Physical widening if needed in certain areas should not be symmetric across the freeways, but focused on eliminating the impact first on households.
8/27/2018	Dear Sir/Madam, I wholeheartedly DO NOT SUPPORT, SHA's irresponsible proposed alterations, to the Rockville I-270 interchanges, inclusive widening of interchanges through Rockville. The best alternative for the Rockville area are Reversible Lanes. Reversible Lanes are a sound, workable and demonstrated successfully option. The widening of I-270 near Rockville will not aid in traffic congestion, as the majority of the Northbound I-270 traffic is not headed to Rockville, but points farther north, especially in the Frederick environs. Southbound I-270 traffic is also not, destination Rockville. Thus, widening of Rockville I-270 interchanges, is simply placing more bottlenecks at different locations for longer distances and will enhance NOT lessen the traffic chokepoint congestion. The Rockville Community is known for its outstanding walkable, peaceful neighborhoods. The present I-270 configuration is currently dimishing the positive ascepts of Rockville neighborhoods, due to cut through traffic, exiting I-270 and using GPS or "following the leader" tactics to navigate thru the City of City Rockville. Presently and not the only example, on Mannakee Drive as many as 20 cars in succession, are cutting through our Rockville neighborhoods constantly and on a daily basis, during non-rush hour periods. One may multiply those numbers of cars during rush hour, to the highest power. CHECK IT OUT SHA! Finally, long-term issues regarding cut through and other non-Rockville local traffic impacts, are then left to the City Government resources and Rockville Residents to cope with and fund remedial actions. The State of Maryland can do better for all Marylanders!

Date Received	Comment
8/27/2018	Dear Sir or Madam: I am writing to express my opposition to widening the Maryland section of I-495. Any such project would have a disastrous impact on the homes and businesses in my community and would in any case be unlikely to result in any long-term benefit for Maryland commuters. I also object to the non-transparent manner in which the various proposals for Beltway widening are being presented to the public. My neighborhood, Woodside Forest, lies immediately south of the Beltway—at ground zero for any widening plan. Numerous homes would have to be destroyed, as would the local YMCA and one, possibly even, two churches. The most vulnerable families—lower income households living in close proximity to the sound barriers—would be the worst affected. There would also be unavoidable environmental impacts to Sligo Creek Park and, in the longer term, an unsustainable increase in traffic on Georgia Ave., which already appears to have reached the limit of its capacity. It also seems clear, both from the point of view of economic logic and common sense, that any improvement in Beltway traffic congestion would prove short-lived. As is by now well quite well documented in the literature, road widening only leads to the construction of more housing along the road. Before long, there will be more cars on the Beltway than ever before. At the same time, the proposal to charge tolls for some of the lanes can only lead to a scenario in which only the wealthiest commuters benefit, with everyone else still stuck in traffic jams. I attended one of the public workshops on the plans for I-495/I-270 and was shocked by the lack of any genuine community outreach. There was no opportunity for citizens to ask questions or raise objections, just a series of posters that made it appear as if the purpose of the event was simply to inform the public of a decision that had already been made. Notably lacking from the presentation was any information about much land would be taken or on the nature of any contract associated with the proposed public-private partnership and the likely costs to Maryland taxpayers. It seems to me that Beltway widening would be a destructive boondoggle. Neighborhoods like mine would be destroyed with little long-term benefit to anyone except construction contractors and the few commuters able to afford to drive in the “Lexus lane.” The rush to push this plan forward without any real debate only adds to my suspicion that it makes no sense from a cost-benefit standpoint.
8/27/2018	Please find attached a letter summarizing concerns the City of Greenbelt has with regard to the alternatives and proposed screening criteria for the I-495 Managed Lane Study as presented at the public workshop on July 17, 2018. Please feel free to contact me if you have any questions. Sincerely,Terri Hruby, AICP, Planning Director, City of Greenbelt, (301) 474-0569 --- Dear Ms. Choplin: CITY COUNCIL Emmett V. Jordan, Mayor, Judith F. Davis, Mayor Pro Tern, Colin A. Byrd, Leta M. Mach,Silke I. Pope, Edward V.J. Putens, Rodney M. Roberts In follow-up to the public workshop that was held in Greenbelt on July 17, 2018, the Greenbelt City Council wants to restate its strong opposition to the proposed widening of the Capital Beltway (1-495) to accommodate managed and/or toll lanes. The City is not in favor of the alternatives under consideration that would require widening of the Capital Beltway and believes the project should limit its consideration to the alternatives that seek to manage transportation capacity and demand using only the existing paved 1-495 right-of-way. The project alternatives that require widening 1-495 will have significant impact on the natural, socioeconomic, cultural and built environments. Established neighborhoods adjacent to the highway corridor will be negatively impacted by a diminished quality of life. No mention is made of the amount of loss of existing homes and businesses. As the City has stated previously, widening of the Capital Beltway will have impact on Historic Greenbelt and significant historical resources. These resources have significant value to the history and character of Greenbelt, as well as the State, and must be protected, as further mandated under Federal Law. The City is concerned that all of the alternatives are likely to lead to more vehicles on the road, more congestion, more greenhouse gas emissions and air pollution. Further, the proposed screening criteria for narrowing down the options include only the impact on land acquisition, parkland, historic sites, and wetlands --the impact on greenhouse gas emissions and air pollution is not included in the screening criteria! The City continues to advocate for the State to study and identify alternative congestion relief approaches, including dedicating more funding to transit and other alternative modes of transportation. We need to allocate our limited resources to supporting the live, work and play philosophy by investing in transit oriented development and the infrastructure necessary to attract and sustain it. Thank you for the opportunity to comment. The City looks forward to continued participation in the N EPA process, as well as future planning processes. If you have any questions, please contact Terri Hruby, Planning Director, at 240-542-2041 or by email at
8/27/2018	I live in Rockville next to exit 6 on Marwood Court. The highway dividing wall now runs along the back of my culsesac. Please don’t tear down any of our townhomes because we have been waiting years and working hard to have our home fund our retirement years. I write to urge the State Highway Administration (SHA) to reject any proposal for I-270 or I-495 that involves making the highways wider than they are now. Physically expanding the highway in our neighborhood would require paving over the homes of our families, friends and neighbors, effectively tearing our community apart. Those of us not losing our homes would still suffer the loss of neighbors, our property values, and green space, and we will be exposed to more air and noise pollution from the increased traffic on the highway. Studies have documented that widening roads simply invites more drivers, and congestion returns to its former levels relatively quickly. If the SHA does insist on reviewing widening proposals, it must take into account this problem of “induced demand” so that taxpayers clearly understand what the state is getting for its investment. Additionally, the State should fully investigate public and mass-transit options for relieving congestion. Please reply and let me know what the State intends to do.
8/27/2018	We are writing to firmly state our opposition to any potential widening of I-270 in the part that it was mentioned in this proposal. Between I-495 and the ICC we already have 12 lanes and I don't see the reasoning behind making it 14 or 16 in total. Most of the congestion happens north of I-370 and ICC, when those 12 lanes first become 8 (local lanes end) and then 4. Why aren't you thinking about widening that part of I-270, not the part that already has 12 lanes? The other option that could be better for us and a lot less expensive would be reversible lanes on I-270 and we are not against it. There are two shoulders in the middle of the highway, and shoulders in local lanes, By eliminating local lanes, we could have two or more extra lanes and wouldn't have to tare down any of the neighborhoods. But for sure the most important thing would be the improvement of public transportation. Red line has to go all the way to Shady Grove throughout the day, every other train returning from Grosvenor during rush hour is something that has to change as soon as possible. Buses should be more frequent, with less stops, and that Purple line would go a long way for people who now use I-270 and Beltway. I live in one of the neighborhoods that would be affected by the widening and all other neighborhoods like mine are some of the most beautiful places to live in Rockville, over half a century old, affordable and they represent a magnificent green buffer between a highway that is already too wide to begin with and other beautiful parts of Rockville. Our area was recently affected with a school boundry change (our kids used to go to College Gardens ES, which our neighborhood once financed IB program for, and now, starting this year we are part of a Beall ES), we don't want to be affected by eminent domain now. Please, leave Rockville out of your plans and try to look elsewhere to figure this problem out. Whatever you do, even if you widen the I-270, things will be the same in a couple of years, because with more lanes, more cars will come. And if you think toll lanes will work, just look how that turned out in Virginia with I-495 Express Lanes, that are not earning enough money to cover the operating costs. And they are actually contributing to the mess created after these Express lanes end on I-495 a mile or two before American legion Bridge. We will fight for our and other beautiful neighborhoods you are threatening until the last moment.
8/27/2018	I vehemently object to physical widening of I-270, because of the damage to surrounding neighborhoods adjacent to mine, loss of green space, more particulate and emission pollution, disruption of lives, and the impingemnent on the Rockville Senior Center, which serves as a health Center and an oasis of opportunity for Senior citizens of diverse needs in the Rockville area. Alternatives such as reversible lanes are OK if needed. I also object to the placement of G5 towers in neighborhoods, as I have recently been made aware of the dangers of EMR from these towers. I will be sending research resources that show the harm. FYI. Please protect your constituents over profit fro the G5 cell towers and convenience for traffic flow.
8/27/2018	Please accept the attached comments on the Preliminary Alternatives and Screening Criteria for the I-495 & I-270 Managed Lanes Project Environmental Impact Statement. This is submitted in response to the solicitation of comments for the public workshops held in July. These comments are submitted by: Maryland Transit Opportunities Coalition,Action Committee for Transit,Central Maryland Transportation Alliance,Citizens Against Beltway Expansion,Coalition for Smarter Growth,Coalition for Transit Alternatives to Mid-County Highway Extended,Indian Springs Citizens Association,Maryland Rail Passengers Association,Preservation Maryland,Prince George’s Advocates for Community-Based Transit,Sierra Club, Maryland Chapter,Transportation Advocates of Howard County,Woodside Forest Civic Association, Thank you for consideration of these comments. Ben Ross, Chair, Maryland Transit Opportunities Coalition, 301-913-2849 Comments on the Preliminary Range of Alternatives to Alternatives Retained for Detailed Studyfor the I-495 & I-270 Managed Lanes Project Environmental Impact Statement. We, the undersigned organizations, submit the following comments in response to the Maryland State Highway Administration’s (SHA) solicitation of public input at a workshop summarizing the scoping comments, purpose and need, and preliminary range of alternatives for the project. Alternatives tied to construction outside study scope In developing its preliminary highway alternatives, SHA looked beyond the limits of the corridors defined for study in the EIS, thus implicitly expanding the study area. Yet it did not do the same for transit alternatives. It proposed managed lane alternatives that are predicated on construction beyond the limits of this study, yet it excluded transit alternatives that are similarly predicated. This improperly biases the study. For example, if a 4-managed-lane alternative in this study is adopted for I-270 and nothing else is done, I-270 will narrow from 16 lanes at I-370 to 6 lanes at Middlebrook Road. This would create severe congestion in the transition area; thus, the managed-lane alternatives are predicated on a widening of I-270 outside the study area between I-370 and Frederick. Yet adding trackage on the CSX Brunswick Line south of Shady Grove, a plan that would similarly require adding trackage between Shady Grove and Frederick, was not among the preliminary alternatives. Incompletely specified toll lane alternatives. Some alternatives consist of “price managed lanes,” or for more simplicity and greater honesty, “toll lanes.” These alternatives are incompletely specified. In the detailed analysis of alternatives, toll lanes managed by the public sector must be distinguished from those managed by the private sector. How the toll lanes are managed will have a strong impact on the lanes’ financial performance. There is a trade-off between relieving congestion and revenue generation. The public sector can manage toll lanes with the best interest of the public in mind. The state will have the option of operating the toll lanes to maximize traffic flow and minimize congestion. On the other hand, toll lanes managed by the private sector will be managed for the purpose of maximizing profit, with the interests of the public secondary. If the private sector has to reduce traffic flow, causing increased congestion on non-tolled lanes, in order to maximize profit on toll lanes, it will do so. The high toll rates charged in Virginia on I-66 and I-495 toll lanes show that the Washington, DC metropolitan area has a substantial number of wealthy drivers who are willing to pay very high tolls. For example, Prof. T. Donna Chen of the University of Virginia found that the imputed value of time for the marginal user of I-495 toll lanes during morning peak is $159 per hour. High tolls that depress use of managed lanes benefit the private-sector toll operator in several ways: (1) most directly, high toll rates increase revenue per vehicle, (2) when more middle-class drivers use the non-tolled lanes, non-toll lanes are more congested so the wealthy save more time on toll lanes and thus have a greater willingness to pay high tolls, and (3) with less traffic, maintenance costs are reduced on toll lanes. Given the extreme levels of income inequality in the study area, it is likely that traffic volumes on toll lanes would be far below roadway capacity when managed lanes are tolled to maximize profit. Without knowing the traffic volumes, it is impossible to determine the environmental impacts of the managed-lane alternatives or their effectiveness in meeting the project's purpose and need. Without detailed analysis, we cannot exclude the possibility that four profit-maximizing toll lanes would carry fewer vehicles than two toll lanes with tolls set to carry as much traffic as possible at free flow speed. Therefore, in the detailed analysis of alternatives, managed-lane alternatives must specify who operates the toll lanes or how tolls will be set. Analyses of privately operated toll lane alternatives must be based on the profit-maximizing traffic volume rather than assuming they will operate at full capacity during peak hours. Financial self-sufficiency: One selection criterion for preliminary alternatives is whether the alternative has the potential to be financially self-sufficient. This selection criterion favors high-risk alternatives that are predicated on forecasts of high traffic volumes on non-toll lanes and rules out the most financially responsible options, especially low-risk alternatives. In all likelihood, none of the build options can be implemented without state guarantees and/or subsidies. The finances of toll lanes are hard to predict because of the high sensitivity of revenue to traffic volumes on the non-toll lanes. Thus a toll lane alternative that had a small probability of being self-sufficient but was more likely to require massive subsidies would pass the criterion while a low-risk investment that would require a smaller state expenditure for a very high return would be excluded. The criterion should be adjusted to appropriately balance risk against self-sufficiency. Carbon emissions reduction: The environmental criteria used to screen the range of alternatives are insufficient. The State Highway Administration must account for how projects used to relieve traffic would allow the state to meet its legally-mandated requirement to reduce carbon emissions 40% by 2030. Purpose and need: We are concerned about the failure to publish a more detailed and carefully thought-out statement of purpose and need. A generalized, cursory summary statement of purpose and need, such as that presented at the workshop is not sufficient for the public to fully understand why the project is being carried and what the scope of the project entails. Furthermore, FHWA, the lead agency, has not approved the statement of purpose and need for the project prior to drafting the range of
8/27/2018	I do not think there should be any physical widening of I-270 through Rockville. Because it will affect lives of too many people. Also, there is such a negative impact on the environment. Alternatives such as reversible lanes, massive transit are okay. Please, progress should not be at the expense of our neighborhoods of Rockville.
8/27/2018	I am writing to register my opposition to any proposal to widen 270 to ease traffic congestion in Maryland. Some mix of HOV lanes, congestion pricing, mass transit, contra lanes, returning local access lanes to through traffic, and more car and van pooling will have more impact than additional lanes. Consideration should also be given to encouraging government and business to expand work at home and flex place programs, and to limiting the growth of businesses like Uber and Lyft, which encourage people to abandon mass transit and put more single occupancy vehicles on the road. We have seen over and over again that building new roads to address congestion is not the answer. I-270 is currently 12 lanes through Rockville, last widened in the 1980s. Predictably, this widening led to growth of residences and businesses along the I-270 corridor as far north as Germantown and increased traffic counts along the road. By 1999, congestion on the road grew to then-projected 2010 levels. Currently, maneuvering toward an exit during rush hour from 270's HOV lane is incredibly difficult and adding more lanes will make this task inconceivable. History will only repeat itself by further widening 270, encouraging even more congestion. Meanwhile, the investments of hundreds of property owners and the ambience of long established neighborhoods will be greatly diminished. As further examples, the ICC was promised to relieve congestion in Montgomery County, yet it is lightly traveled, even during rush hour. And one only has to drive over the Cabin John Bridge into Virginia to see what a harrowing experience the Virginia Beltway has become with the addition of lanes and overpasses. Rush hour traffic in that direction is still a nightmare to be avoided at all costs. Additionally, the process by which the state takes private property, eminent domain, is eminently unfair, resulting in below market offers and lower property values for homeowners remaining. My parents have lived in the Rockville Estates neighborhood for 35 years, have already retired, and want to stay in the home they've invested half their lives into. Despite being surrounded by I-270, Rt. 28, Gude Drive and Rt. 355, it is an ideal neighborhood for families and people of all ages: quiet, peaceful, beautiful, secure, with outdoor amenities (parks, playgrounds, bike paths, tennis courts, ball fields, walking paths) and dead-end streets intended to preserve those qualities of the neighborhood. Nevertheless, "progress" has encroached over the years. Traffic and its attendant noise on the 4 main thoroughfares, as well as through the neighborhood, have increased dramatically; the shade canopies and noise barrier provided by hundreds of mature trees have been decimated by careless trimming to satisfy PEPCO; we've endured years of noise, construction, and tree loss related to watershed control; we've had to fight off plans to park hundreds of school buses in the neighborhood; and families with children attending the neighborhood elementary school have been disrupted in order to address the growing number of children in county schools overall. Additionally, my current employer, IMS, has maintained an office in Rockville for more than 30 years. Within the last month, IMS ended the lease on Executive Boulevard and moved the office to Research Boulevard on the southbound side of 270. This location allows us to be closer to clients and investigators at Westat and the National Cancer Institute. It hasn't even been a month since moving the entire office and staff to a new location, but now it seems that the plans to expand 270 are going to force my job to relocate a second time. It was fortunate that our office was able to stay in Rockville, but I think another move will definitely have an affect on employee retention and selecting the location for another office. I imagine the same will be true of all other businesses that have to relocate, if they even have the means to do so, if 270 is expanded. We have adapted and tried to accept the bad with the good; however, I see little good in a plan that will remove homes and neighbors, essentially gut a neighborhood of its amenities (a neighborhood shopping center, the Rockville Senior Center, ball fields, green space and bike lanes), uproot or destroy local businesses, and bring a 16 lane highway to the back doors of the remaining residents for minimal and/or temporary traffic relief.
8/27/2018	I am a resident of the New Mark Commons neighborhood in Rockville who lives in close proximity to I-270 and who uses I-270 daily to commute to work in Bethesda. I urge the State not to choose any option in its “I-495 & I-270 P3 Program” that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270’s traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270’s footprint in the Rockville-Gaithersburg area, the State can implement an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. Adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State’s plans for I-270, I urge the State to make every effort take my comments into consideration.
8/27/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment.
8/27/2018	I do not wish to see a physical widening of I-270 through the city of Rockville. Please find a way to use an alternative solution to traffic problems that does not increase the footprint of I-270, such as reversible lanes.

Date Received	Comment
8/27/2018	Attached please find Sierra Club's comments. Please contact me if you have any questions.Brian Ditzler SC MD Chapter Chair Dear Director Choplin, Re: I-495 and I-270 Managed Lanes Study: Purpose and Need, Screening Criteria, and Preliminary Range of Alternatives. We are submitting these public comments on the I-495 and I-270 Managed Lanes Study on behalf of the Maryland Chapter of the Sierra Club, the volunteer-led, community- based environmental organization with more than 71,000 members and supporters in the state. The Sierra Club is America's oldest and largest environmental grassroots organization and has more than 3 million members and supporters nationwide. While the State Highway Administration's recent public meetings focused on discussing 15 preliminary alternatives, we are commenting first on the statement of purpose and need -- introduced since last spring's scoping open houses -- as it sets the stage for the screening criteria and shapes the preliminary range of alternatives that have been proposed. Purpose and Need:The current purpose and need statement is based on flawed assumptions and inadequately addresses the needs of Marylanders. Any purpose and need statement for a proposed project of this magnitude needs to recognize that the state's transportation system should be determined by what Maryland residents want for the future and not what is expedient based on what has been done in the past. An ever-increasing number of people today want alternative ways of getting to where they need and want to go - especially alternatives that pollute less, don't encourage more driving and sprawl, and generally are better for their health and the environment. The statement of purpose needs to add a critical constraint -- that the solution must enable us to reduce greenhouse gas emissions. Transportation is now the largest source of greenhouse gas emissions in the state, and in 2016 the Maryland General Assembly reauthorized Greenhouse Gas Reduction Act requiring that the state reduce overall carbon emissions, including transportation sector emissions, 40% by 2030. It also is critically important this constraint be included in the purpose and need statement as the state pursues its goal of working with neighboring states to find collaborative solutions to limit transportation pollution and to develop a clean transportation economy through partnerships such as the Transportation Climate Initiative. The purpose of the study should be to "develop a travel demand management solution that addresses congestion, improves trip reliability on the I-495 and I-270 corridors within the study limits and both enhances and integrates existing and planned multimodal mobility and connectivity." The word "corridors" should be added to ensure there is going to be a realistic study of all practical alternatives on those corridors and not just the option to expand toll lanes on the highways. Adding the word "integrates" would make the study comply with the 2035 Maryland Transportation Plan (under Managing Congested Infrastructure) that states, "For the long term, Maryland's congestion solutions must integrate highways and transit with land-use decision making, so that the public and businesses have multimodal options that meet their needs." The state's draft 2040 Transportation Plan provides similar guidance to improve multimodal connectivity and accessibility. Troublesome and biased terminology in the current purpose and need statement that should be removed includes "accommodate …long term traffic growth" and "provide additional roadway travel choices." Such terms incorrectly presume highway expansion is the only or best option to handle the expected increase in the number of residents and visitors in the future. Similarly, trains can handle much of the anticipated increase in freight travel vs. expanding highways, and getting more people onto transit, sharing rides, working from home and living near work would lessen traffic so local freight delivery can use existing roadways. Screening Criteria With the transportation sector now the leading source of greenhouse gas emissions in the state, the proposed screening criteria must include how each alternative would impact the state's ability to meet its legally-mandated requirement to reduce economy-wide greenhouse gas emissions 40% by 2030 as discussed above. The criteria also must include a determination of each alternative's impact on residents' health from air pollution since the alternatives that would add lanes would encourage more people to drive because they believe their travel times would lessen. Gas and diesel-powered vehicles on our roads are a major source of toxic emissions including benzene, nitrous oxide, sulfur dioxide and carbon monoxide that are linked to cancers, diabetes, heart disease, asthma, emphysema and other respiratory diseases. The criteria should also factor in how the alternatives would impact overburdened and undeserved communities that breathe in a disproportionate amount of air pollution near busy roads or have limited access to transportation options.It is critical that the study also include criteria that monitor each alternative's impact on the number of properties of residents, businesses and communities that would be directly affected by construction of the expanded highways including it exits and entrances. An additional criterion for evaluating alternatives should be evaluating congestion that occurs when vehicles exit that alternative method of transportation. Even if cars were to spend less time on managed lanes, they still would become stuck in traffic when attempting to exit onto local roads that already are congested. However, transit alternatives, especially those on rail or with dedicated lanes, would not have this problem.The criterion that the alternatives have the potential to be financially self-sufficient inappropriately favors alternatives that would be popular with private companies seeking to profit from the tolls from adding managed lanes. This should be altered to ensure that the criterion be to serve the public interest and reduce traffic rather than allowing private companies to build and operate toll lanes to maximize their profits. Preliminary Range of Alternatives:We are strongly opposed to the proposal to add 4 toll lanes each on I-495 and I-270, and urge MDOT to instead adopt comprehensive, clean, equitable, and modern alternatives to relieve traffic, most of which are not among the 15 preliminary alternatives listed. Multiple studies show expanding highways encourages more driving and traffic, stimulates sprawl , and that money can be better spent on needed clean transportation solutions that will offer lasting relief vs. expanded highways that often become congested again in as little as three to five years. Increasing the number of lanes and allowing a greater volume of traffic would also increase greenhouse gas emissions and air pollution, exacerbating the impacts of climate change and increasing the number of people suffering from toxic air pollution that is hazardous to human health. The pollution from tailpipes especially affects those who live or work near busy roads, particularly in our most vulnerable communities. Expanding highways would also be an injustice to local homeowners and business persons who would be displaced by this construction. Another problem is that the expanded highways would include toll lanes only the wealthier can
8/27/2018	,
8/27/2018	Dear Governor Hogan and planners, I am a lifelong Republican. My family has counted several congressmen and state politicians as personal friends. I have even been the emcee for Montgomery County's Lincoln Day Dinner. So, my views are not intended as a counter to the current administration. Simply, any proposal which takes land and destroys communities or which asks us to pay tolls for the use of public highways built on tax dollars is not acceptable. i do not view the proposed mitigation as a bad thing only the approaches. I have lived by 270 and 495 virtually my entire life. As a small child, both were created out of dirt, virtually at my doorstep. Dirt. I saw the dirt. We drove on the dirt. Our communities, whether Bethesda or Rockville, have benefitted from the highways' existence. But, they have not fulfilled their mission. Each widening has decreased the quality of life, denuded woods, fields, and brought roads perilously close to homes that once enjoyed the freedom of youth. One more widening of 270 will directly impact the community I live in, Old Farm, and directly impact the values of the properties I serve as real estate consultant in either 20852, 20854, or 20817. That's a large tax based to be working against, but it's a large group of families with kids or elders who have shaped this land, whom the approaches most affect. These are the people who actually livee here, not those who drive through here at 80 miles an hour to get to work. With the taking of land we give up permanence for the temporary. The road next to our community, Montrose Road, has been widened multiple times, then turned into a "parkway." That didn't reduce traffic, but it did create unsafe roads at high speeds that served the purposes of the Democratic administrations hawking their approach to suburban sprawl and energy conservation. That road was originally set to be the outer beltway – a concept which was abandoned when it was determined it was too close to 495. True planning needs to occur around all counties in the DC Baltimore Area to accommodate a road that could truly move the traffic from the local urban highway to a distance far from the local day-to-day commuters. This would not be dissimilar from the 295 bypass around Richmond. A second and third river crossing would be helpful, but it would require actually working with Virginia. Second, there can be no answer which involves a new public/private partnership in increasing road size, speed, and traffic volume. We already have a public/private partnership. It's called taxation. The citizens who pay taxes of every imaginable kind each year have already paid for these roads. In any state, it is wrong to be charged a toll for a road our tax dollars funded. Even if a contractor (and my father was a contractor privately and publicly) supports the installation of new lanes, he has benefitted from the work already done in the existing infrastructure and the compensation due him should be tied to the supplies and labor employed. Make no mistake a toll is a tax. And it is the most heinous type of tax. We are paying not once or twice but every time for the use of something that our tax dollars already purchased. So: No on tolls. No on eminent domain claims that destroy communities. Other methods of implementing new roads, forms of transportation, and retail and job creation need to be implemented ahead of a failed approach to reduce traffic. P.S. Who is the next person you know who is planning to buy or sell a home in the Bethesda, Rockville, McLean area?
8/27/2018	We have lived here over 16 years and are close to 270. We love our home and widening would disturb our home and impact our asset value. We are open to reverse lanes and the state should incentivize telecommuting options.
8/27/2018	Hello, Please halt the plan to widen 270. My family goes back to the 1800s in Rockville. I live in the Woodley Gardens Cooperative in an apartment. I grew up in Rockville and remember when 270 was created. Regents Square and the Woodley Gardens Cooperative are among the last affordable housing places in Rockville and the particularly the West End. Even if our property is taken and I need to move, the quality of life would decrease for other Woodley Gardens residents. Not only would the noise created by 270 increase; the green space would decrease. Life long residents would be displaced by the taking of homes. Please consider alternatives such as reversible lanes for problem solving.
8/27/2018	I am writing to convey my opposition to the expansion of I-270. I'm not opposed to development and growth in our area; however, growth at the expense of established neighborhoods that offer affordable housing that's a rarity in the county is not the right kind of development. In addition, the expansion will not relieve traffic congestion—at least, not for long. As the 270 expansion of a decade ago has proven, any improvement to traffic is temporary. Traffic, like water, will find a way and fill as big a pipeline as we build. The fact that the state is even considering another solution to traffic congestion along I-270 is ample proof that the expansion of 10 years ago didn't work. While I have no alternative solutions to suggest, I urge you to put all alternatives on the table before bulldozing people's homes and destroying the quality of life for those whose homes would remain along I-270. Surely, in 2018, there are more innovative solutions that simply pouring more asphalt. Let's make I-270 the technology corridor it is claimed to be, by exploring modern solutions. Thank you for considering my input. I've been a resident of beautiful Montgomery County since 1993.
8/27/2018	Attached please find a copy of the Comments submitted on behalf of the Village of North Chevy Chase on the Managed Lane Study currently being conducted by MDOT/SHA, based on the materials presented on July 25 at the Public Workshop conducted by MDOT/SHA at Pyle Middle School in Bethesda. MD. Village of North Chevy Chase Council Village of North Chevy Chase. 1. These comments are submitted on behalf of the Village of North Chevy Chase, a municipality inMontgomery County, Maryland. We have a strong interest in Managed Lane Study, as our municipality isimmediately adjacent to the Connecticut Avenue interchange with I-495. Representatives of the VillageCouncil attended the Public Workshop conducted by MDOT/SHA on July 25, 2018, at the Pyle MiddleSchool in Bethesda, MD, and the comments provided below are based on information provided at that event.The Village clearly recognizes the many difficulties that traffic congestion on I-495 and I-270 historicallyand currently pose for residents of the State of Maryland and fully appreciates the desire to consider all possible measures to alleviate these difficulties. At the same time, however, we are concerned that whateversolutions are selected will in fact actually serve to alleviate the problems identified in a reasonable, costeffectivemanner. Furthermore, it is important to insure that whatever solutions are selected will neither saddle Maryland residents, including those residing within the Village of North Chevy Chase, with excessive costs nor prove ineffectual in addressing the problems that have been identified. It is from that perspective that the following comments are provided. The Village looks forward to continuing its involvement and participation in this process and consideration of various alternatives moves forward.Proper Assessment of Environmental Concerns With regard to the overall approach described at the Pyle Public Workshop, MDOT/SHA identified six screening criteria for evaluating the various alternatives, one of which was specifically delineated as "environmental." However, the specific elements listed under this screening criteria do not appear in any way to capture or reflect the true environmental impact that any of the proposals under consideration would have. There are four criteria listed, consisting of: (1) would the alternative require additional property; (2)would the alternative impact park properties; (3) would the alternative impact historic properties; and (4)would the alternative impact wetlands and waters. Unfortunately, these four criteria completely ignore themost significant environmental factor that must be considered, which is the extent to which each of proposedalternatives would have an adverse impact on quality of life (including considerations such as noise, lightand air pollution) on those individuals residing adjacent to the affected roadways. Indeed, in the summarythat MDOT/SHA provided of the initial comments received during the prior round of public workshopsconducted in the April/May timeframe, one of the key points highlighted was concerns with effects to the environment, noise, air and property. According to your own data, 22% of the initial comments you receivedmentioned these environmental concerns (the second highest response rate for the various subjects youlisted). Yet your proposed environment screening criteria completely ignore these factors. We believe that itis imperative that the environmental screening criteria be revised to fully and appropriately capture thesequality of life considerations; a failure to do so would render the entire environmental impact assessmentinvalid. Impact of Autonomous Driven Vehicles: It is absolutely essential that the potential impact of autonomous driven vehicles be assessed in the ManagedLanes Study, including how the presence of such vehicles on roadways will affect the intended functioning of any managed lanes. The widespread introduction of autonomous driven vehicles, which is very likely toVillage of North Chevy Chase occur during the course of the implementation phase of the Managed Lane program under consideration, may in itself serve to significantly reduce the congestion problems that are currently being experienced. Moreover, at a minimum, it is critical to determine what impact, if any, the operation of autonomous drivenvehicles would have on the function of and intended benefits to be derived from the introduction of managedlanes along I-495 and I-270, including an assessment of the likelihood that the introduction of autonomousdriven vehicles could neutralize if not completely undermine any of the purported benefits of a managed laneapproach. From a perspective of fiscal responsibility, the last thing that the State of Maryland needs to bedoing is to embrace a technology like managed lanes, at the very time that such a technological approachwould become outdated and obsolete.Considerations Relating to the American Legion Bridge: It looking at the current traffic problems encountered on the Maryland side of I-495, the difficulties certainlybegin at the American Legion Bridge. Given that this does not seem to be addressed at all in the ManagedLanes Study, it immediately raises the concern of whether any proposed solution that does not include theAmerican Legion Bridge could have any meaningful effect on traffic congestion, and at best would represent nothing more than a band aid response to the serious traffic congestion problem that currently exists.Design Considerations Affecting All Managed Lane Proposals: It is important to note that, while certain of the alternatives deal separately with I-495 and I-270, the predominant thrust of the Managed Lane Study appears to view both roadways as raising similar issues. That, however, is not the case at all, either in terms of the current day-to-day usage being made of the two roadways or the impact that the introduction of additional lanes would have on each roadway. For example,there is likely limited benefit for accommodation of a rapid bus transit (RBT) solution on I-495 because of its configuration and the areas that it provides access to. However, recognizing that the I-270 corridor is beingbilled as a high-tech corridor with significant employment opportunities, increased availability of affordablepublic access transportation could offer ignificant public benefits that would warrant more seriousconsideration on I-270 of the addition of RBT lanes.Design criteria for managed lanes may also differ significantly between I-495 and I-270. Given that localaccess lanes already exist along I-270, the ability to access managed lanes from every interchange pointalong I-270 may be relatively easy to implement. However, in the case of I-495, that may be much harder toachieve from a design perspective, potentially resulting in the replication of the situation currently in placeon the Virginia side of I-495, where the introduction of managed lanes involves very limited options for ingress and egress to the managed lane system. On the other hand, presumably the design decisions utilized in determining the managed lane configuration on the Virginia side were largely driven by cost considerations and those same considerations may very well carry over to the design choices made on the Maryland side as well. However, a failure to have access to managed lanes at each interchange point on the Maryland side of I-495 would likely diminish the ultimate value of the implementation of a managed lane approach, particularly given that substantial traffic volume
8/27/2018	Please be advised that I object to and do not want 270 widened through Rockville. Please do not widen I-270 through Rockville.
8/27/2018	We are residents of Rose Hill Falls in Rockville. We are very concerned about the proposed widening of I-270. Our townhouse backs up to the nursing home and two churches. Widening 270 could put these facilities in jeopardy, as well as our group of townhouses. We strongly oppose this action. Possible help for highway congestion could be reversible lanes of some sort. Please accept this email as OPPOSITION to the physical widening on the east wide of I-270.
8/27/2018	As a resident of Montgomery County, I completely oppose the widening of I-495 for a variety of reasons. My neighborhood organization has written in with the following objects and I want to add my voice to ALL counts listed below. This project is NOT fit as planned, nor is our government properly representing its people or the needs of the state. Traffic is indeed a problem. Widening the beltway and 270 with toll lanes is NOT the solution.From the Woodside Forest Civic Association, of which I am a member, and agree completely: The WFCA strongly opposes the widening of I-495 (or "the Beltway") for a variety of reasons, , not the least of which is the complete lack of transparency associated with this project. Although the public workshops revealed 15 different options--plus a number of sub-options--it has been apparent from media reporting that decisions have already been made behind-the-scenes by the Governor's office that any effort will involve expanding the Beltway by four lanes additional toll lanes. If this is accurate, then this delegitimizes the required public process used to determine the direction and nature of this massive project. Further, the State Highway Administration (SHA) is seeking public comment at a time when the State has not provided any information on how much land would be taken or used as part of any expansion, nor has it provided any information on the nature of any contract associated with a public-private partnership and the associated potential short, medium, and long-term costs to Maryland taxpayers. It is impossible for Maryland residents to understand or appropriately comment on any project while lacking such information. In addition, any widening of the Beltway would do great harm to Maryland communities in multiple counties by causing the loss of homes, businesses, parks, and community centers. In many places, including Woodside Forest, the Beltway is surrounded by communities which have developed over many decades and there is no room for expansion without tearing them apart. For example, Woodside Forest has been a community since the mid-twentieth century. Over that time, we have co-existed with the Beltway, with homes coming within feet of the highway. Expansion of I-495 would require the destruction of these homes and removal the families who live in them, including people who have lived in their homes for many years. Similarly, the Silver Spring YMCA and the Sligo Creek Golf Course, both of which serve our community and many surrounding ones, would also likely require removal. These would be major losses for thousands of Maryland residents. Widening the Beltway would have a chilling impact on local businesses, including those along the Georgia Avenue corridor. This major artery, which feeds into I-495, has dozens of businesses--both large and small--including restaurants, grocery stores, specialty shops, drug stores, and gas stations. Some of these businesses are within feet of the existing highway and would be destroyed, while others would be dramatically impacted by construction. This corridor is also under consideration by the SHA and Montgomery County for redesign and development to improve safety and access to the many businesses. Expanding the Beltway may negatively impact such plans, thereby preventing important improvements which would otherwise help create new commerce and jobs. Further, being a community close-in to a major city, there is an inevitable lack of green space in the area--an issue even before the removal of trees for the development of the Purple Line. Woodside Forest and the broader region greatly benefit from having Sligo Creek Park, a wonderful family-friendly resource which serves thousands of residents, providing safe recreation, a beautiful setting, and a sense of nature in an otherwise highly-developed suburban setting. The park is a major part of what makes our community unique. Any expansion of I-495 would necessarily destroy and upset portions of this park, including forest which predates modern development.. In addition, this green space provides environmental importance, serving as a habitat for animals, including birds, fish, and mammals which otherwise have limited space in this area. Beyond the great damage to our community, we are concerned that the overall expansion--and particularly the addition of toll lanes--will not achieve the goal of decreasing commute times for most Maryland residents. Past examples of such projects have demonstrated that during peak traffic, tolls will likely rise to amounts which most commuters could not possibly pay (Virginia's regular $40-plus tolls are an obvious example). In other cities, such lanes have also been unable to meet the costs of construction, maintenance, and operation, so taxpayers have been on the hook to subsidize this infrastructure. This means that most Marylanders will be paying to subsidize $9 billion worth of lanes that only the very wealthy can use routinely. Even in an unlikely best-case scenario where the new lanes somehow have low tolls or even remain cost-free, thereby allowing the lanes to have heavy use, other examples across the United States have demonstrated that building out more highway capacity only leads to more cars on the road--with commute times returning to the same levels within a relatively short period of time. In this "best case," the SHA will be taking away healthy green space and replacing it with more pollution and fumes for our residents to breathe (here it should be noted that pollution from heavily used highways has been demonstrated as likely contributing to health and cognitive issues in children who live or attend school nearby). There are alternatives. Maryland has only recently begun construction of the Purple Line, which will largely parallel the Beltway for much of the milage covered by the proposed project. This is a major investment and is likely to pay major dividends in moving people to and from their jobs in many of the same areas the SHA proposes to address through the expansion of I-495. Considering the magnitude of the Purple Line, it would seem prudent to wait on the completion of that project before determining what additional course of action may be required. Similarly, many of the communities along the Beltway and other key arteries have recently proposed new public transportation projects or changes to existing public transportation. These may also combine to have a dramatic impact on moving people around and address the issues being targeted by the potential widening of the Beltway. Considering the Beltway expansion proposal's fiscal cost to Maryland taxpayers and its many other real costs to communities which reside near the Beltway, the State should allow these other projects to mature before any decisions are made.
8/27/2018	Dear Maryland State Highway Administration (SHA) Officer: I am writing to express my great concerns about the impacts a widening of I-270 through Rockville would have on my home, my neighborhood, and the environment. I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/27/2018	I am a concerned resident of Rockville on the issue of the proposed widening of I-270 to relieve congestion. I recall that the previous widening of I-270 through Rockville, which is now 12 lanes was supposed to relieve congestion for many years. However, traffic quickly took advantage of the widening as a preferred route and congestion returned rather quickly. The physical widening of I-270 would cause extended disruption due to construction and more importantly, permanent harm to the neighborhoods bordering I-270 for what appears to be short term relief of traffic congestion. I am firmly opposed to the physical widening of I-270 through Rockville and the taking of private residential and commercial property by eminent domain to accomplish some of the proposals for relieving highway congestion on I-270. Better options to the physical widening of I-270, which includes reversible lanes to take advantage of the opposing traffic flow during morning and evening rush hours, etc., along with a better rapid transit/bus option along I-270 and 495, should be seriously considered.
8/27/2018	To Whom It May Concern: I live and work in Rockville and use 270 every day. The section of 270 in Rockville is already 12 lanes which includes a mixture of express, HOV and local lanes. I find it hard to believe that additional lanes will solve traffic flow problems in this area. In my experience, bottle necks on 270 are created as a result of two conditions. Northbound 270 backups are caused because of constant merging and narrowing from the 6 north bound lanes that exist in Rockville to the 2 north bound lanes that carry traffic from Germantown north to Frederick. Before adding lanes northbound in Rockville, you need to study the current merge and narrowing patterns that are further north. Adding more lanes will not fix engineering mistakes. Southbound 270 backups are generally the result of terrible merges on 495. 270 has higher capacity than 495. Capacity on 495 needs to be increased first before figuring out fixes for 270. This also brings up the issue of Potomac River Crossing. Traffic also backs up on 270 south bound because the America Legion Bridge is only so big. Additional capacity over the Potomac River is required to ease traffic flow on 270. Finally, widening 270 in Rockville will have a negative effect on development. Montgomery County's jail abuts 270 as do many homes and businesses. In particular the new Park Potomac Development. Seizing land in
8/27/2018	To whom it may concern, I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide, and incredibly chaotic due to the number of lane changes required to get across so much traffic. Increasing the width would add to this chaos and would also require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/27/2018	While I appreciate your efforts to provide congestion relief to Marylanders widening the footprint of I 270 at the Woodley Gardens and Regents Square area is not an acceptable solution. There hundreds, if not thousands, of families that would be affected by such a design. These are not just houses or stores, they are homes and communities. I walk with my grandchildren to the park. They go to school and have neighborhood friends. We have an established network of neighbors. The pool and daycare is within walking distance as is our neighborhood ice cream shop, cleaners, restaurant, convenience store, bank and veterinarian. Just around the corner they are building a new shopping center with a gym and grocery store. Widening I 270 by enlarging the footprint of the existing road would devastate this community, the people, families and children that have established their lives here. This area of I 270 is already TWELVE LANES across (six in each direction). You have got to find a way to make the existing footprint work and not take homes or businesses from this long established community. Making I 270 wider in this area is NOT the answer.
8/27/2018	Do NOT widen 270 in Rockville, It would destroy a community. Isnt that the future -- communities?

Date Received	Comment
8/27/2018	Dear Sir or madam, I am a resident of Rockville, MD since 1999, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment.
8/27/2018	I have lived in Woodside Forest since 2004. I believe the beltway expansion will negatively impact our homes, businesses, and the neighborhood. I am opposed to the expansion.
8/27/2018	To Whom it May Concern, We are residents of the Woodside Forest community in Silver Spring. My husband and I raised our two children in the house we have lived in on Red Oak Drive for nearly 30 years. Our neighborhood is attractive and affordable to a diverse array of families. It is just the sort of community that offers a real alternative to the urban sprawl of major metropolitan centers such as ours. It is still a place where people can live close to their work in a family-friendly neighborhood with easy access to the Metro system and other public transportation options that ease our region's commuting nightmares every day. All of these attributes of our community are worth protecting and preserving. The proposed expansion of I-495 is a threat to my community and many other neighborhoods along this stretch of the Beltway in Montgomery County, and we are strongly opposed to this proposal. 1. We are concerned that expanding the beltway will not alleviate traffic concerns. In the past, we've commuted via the beltway from Silver Spring to points west and east, and are sympathetic to the concerns of beltway commuters who want a wider beltway. However, peer reviewed studies (i.e.: https://trrjournalonline.trb.org/doi/abs/10.3141/2653-02?journalCode=trr) have shown that for every 1 percent increase in highway capacity, the amount of total traffic on the highway increases by a similar percent (i.e. around 1 percent). We also are hopeful that the Purple Line, which is currently under construction, will make it easier to get to places along the beltway in Maryland. It is unclear to us why we would need both an expansion of the beltway and the Purple Line. 2. We are concerned that this project contradicts Montgomery County's efforts to create dense, walkable neighborhoods with transit access. For example, the Maryland National Capitol Park and Planning Commission is in the process of revising the Forest Glen Montgomery Hills Sector Plan. Two of the priorities for the plan are "improve pedestrian and bicycle accessibility, connectivity and safety" and "provide walkable, neighborhood-serving development". It's difficult to see how the county and the neighborhood will be able to improve walkability and safety in the area with the beltway taking up a larger portion of the neighborhood and likely more cars exiting the beltway into surrounding neighborhoods. 3. We are concerned about the impact on valued community resources like the YMCA, Holy Cross Hospital, and the Sligo Golf Course. These facilities lay in the path of the proposed expansion and their loss would be detrimental to the quality of life in our neighborhood that we have valued for the past 30 years. We hope you will take these concerns into account and stop the proposed beltway expansion. ▯
8/27/2018	I oppose the physical widening of I-270 through Rockville. I-270 is already extremely wide. It seems to us that there are other options that can help improve traffic flow where there is no I-270 expansion needed, such as reversible lanes and some other ideas that can be looked at from models that have worked elsewhere. Widening the road will not solve the traffic flow problem for very long. The development of the northern area in Mont. County, as well as Frederick County will outpace and outgrow any expansion you can build. It is a band aid on the traffic flow problem. I have been a homeowner in the West End neighborhood of Rockville for 12 years. The areas that would be affected by widening I-270 include homes, local family owned businesses, parks, community centers and natural areas. It would be a disaster for a community built on and around such common use areas. It is what makes this community as strong as it is. There are also huge ecological costs to widening I 270 that will be felt as far as the Potomac. This clearly runs counter to all of the efforts that have been made to repair our Rockville watershed. Watts Branch is also very important to our ecosystem. It is a refuge for local wildlife, which can frequently be seen and enjoyed by the local residents. Much more than having it be an enjoyable experience, which it is, it speaks to the health of the ecosystem in our area. Our ability to maintain it is imperative. In short, the detrimental effects to the local community and ecosystem are irreversible if this project where to continue. It is a short sighted way to address traffic flow problems. There are better ways to deal with the traffic flow problem. Many of us would be in support of reversible lanes and other more creative ideas (despite the fact that I would be affected, as I travel north for work). I traveled south for many years until 1yr. ago. So, I am speaking as someone who has lived the traffic flow issues. Even if I still traveled south, I would not support the widening of I-270. Please, take the time to think about it and listen to the community, as well as to their ideas on how else to address the problem. Thank you Please send me a confirmation email when you receive this.
8/27/2018	As a resident of West End Park in Rockville MD I am concerned that plans to widen I-270 would have a detrimental effect on parts of our city. Please do not widen or expand the footprint of I-270 as it cuts through Rockville. I hope alternative methods of reducing traffic can be employed.
8/27/2018	Please do not physically widen I270 in Rockville.
8/27/2018	As a resident, taxpayer, driver and commuter living in Silver Spring I write in adamant opposition to any proposal to widen the beltway. Similar efforts in other areas have proven to be enormously expensive boondoggles that actually ultimately increased traffic and traffic congestion. Further and even more importantly the damage will be enormous both in physical taking and harm and in destruction of quality of life in long standing abutting neighborhoods. Toll options without widening may help but I urge you not To adopt any widening proposal.
8/27/2018	As you winnow down the 14 alternatives into a more manageable number of alternatives for consideration, you should include at least one option that is not simply extending one approach for the entire length of the Capital Beltway, but rather applies a different approach for different segments. Most important, I strongly urge you to include the following segmented hybrid: A. Two additional lanes in each direction of the beltway from the American Legion bridge to the Eastern termination of the previous Woodrow Wilson Bridge project, that is, where I-95 currently splits into local and through traffic near the St. Barnabas Road interchange (probably new toll lanes as in Virginia I-495); and B. Light rail along the extent of the previous Woodrow Wilson Bridge project within Maryland with appropriate terminations (e.g. King Street to Oxon Hill). This hybrid is a reasonable option to consider for several reasons. 1. There is value to assessing alternatives to what happens at the southern crossing of the Potomac River. The options there may be different than the rest of the beltway. There are three basic options: a. No build (along Woodrow Wilson Bridge project segment). That's probably what you were planning to do, but the study is incomplete if you only consider no build over the southern Potomac Crossing. Adding two beltway lanes will create a choke point at the Wilson Bridge. Today the beltway expands from 4 lanes to 5 at the bridge, but with the addition of a lane of I-295 traffic/MD-210, this is already five lanes of traffic leading to a 5-lane bridge. Adding two toll lanes to the beltway would mean seven lanes of traffic squeezing to five lanes at the bridge. This is a significant implication. b. Add two more lanes across the Potomac River. This is obvious option to consider in the long run, since there is no clear reason why I-495 in Virginia should have fewer lanes than I-495 in MD, given all the I-95 traffic. But adding two more lanes to the Woodrow Wilson bridge is very unlikely for the next few decades. It's worth considering in the study, but it's not happening soon. c. Given the problem of a choke point and the probable infeasibility of ameliorating it with two more lanes of bridge for the next several decades, a light rail alignment through the choke point is worth studying. Of course, funding would ultimately come from another source and might come later, and you are not going to do a design study, but assessing the approximate cost and congestion relief at this bottleneck is worth doing since it is probably the most feasible option. 2. The Woodrow Wilson Bridge Project provided lanes for transit, so studying the prospects for congestion relief from a line from Oxon Hill to Alexandria is worth doing, even though a more detailed study would probably consider a more eastern termination at the Green Line. Regardless of how cost-ineffective such a light rail line may seem today, it is almost certainly more feasible than the complete light rail option along the entire study area. If you are going to study light rail at all, why not study the most reasonable light rail option? 3. Public support and political feasibility of the beltway widening would be enhanced if the project is designed to appeal to both drivers and public transit supporters. A lot of the people who tend to always oppose highways might tend to become neutral or even supportive if the project includes a light rail crossing, even though it will probably come later given the need for a different funding source. Put another way, why be highway-only or transit-only when both common sense and most Marylanders in the area think that "all of the above" is the way to go. On a related matter, please look at options for long-term sustainable improvement of the deteriorating roadbed and for better bike-ped crossings. For example, this will be the best time to look at replacing some culverts under the beltway with bridges, allowing the Paint Branch, Hensen Creek, and other trails to cross the beltway without excessive grade and hill-climbing. Trails along some segments of the beltway might also be worth looking at, as was done with the ICC. As with the idea of a light rail study, the final design and construction funding does not have to all come from the P3 road project, but rather could be supplemented with the various sources of bike-ped funding. But the present study should look at these issues, because the cost-effectiveness of such amenities would depend on how the beltway reconstruction is designed.
8/27/2018	The following comments are in regard to transportation planning for the I-270 corridor; that area from I-370 to the Beltway is proximate and I know best. I caution the State from much physical widening, as costly, hard to do, impactful in an already tight corridor, and perhaps not useful in longer range. Rather I suggest we should 1) factor autonomous vehicles into long range planning, 2) use the space already present to greatest utilization, and 3) incentivize or build alternatives to single occupancy auto travel. Regarding autonomous vehicles and long range planning. My understanding is, with individually driven cars, only about 35% of road surface is occupied by a vehicle, even at full traffic density. This is because the reaction-safety and decision-friction cushion needed for human operators for safety. However, autonomous vehicles have much greater potential for smaller safe margins. It would seem that something close to half-ing this cushion might be possible with automation. Any improvement is also effectively a direct proportional capacity increase in the road space. I postulate that in the next decade we will enjoy some sort of autonomous vehicle, and with another decade see wide-spread use and perhaps further automated system-operations improvement. Therefore, road projects making more space now may not be necessary in the long range planning window. Regarding using the space already extant. I-270 has a surfeit of berms (six in mentioned cross-section?) and does not utilize reverse flow potential. That leaves effective traffic handling expansion within the existing cross-section. We should take advantage of the lack of reciprocal congestion at peak traffic times and devote more of the lane carrying capacity to the preponderant directional flow. So potential existing travel lanes go under-utilized in our fixed-direction layout. Safely engineering this is necessary. Rather than just building bigger roadway, we should capitalize on whatever done to incentivize better transport behavior. HOV lanes are both a help to capacity AND a worthwhile social engineering to incentivize individuals to car pool. Both are worthwhile goals. Building-out the Corridor City Transit way should also be a priority, giving up-county residents a long-throw transit option to only automobile commuting. Another long range incentive is actually accomplishing Smart Growth land use where residences, services and employment are all in local areas, de-emphasizing need for distance auto-travel. Other thoughts: • I do not like pay-for-use toll lanes as 1) does little to help the general congestion, only monetizes enhanced service, and 2) if public funds creating roads, then equivalent service should be a equal-protection obligation, or if tolls applied, should apply to everyone. Accommodating a pay-for-play scheme is undemocratic. I do not buy that income generated by toll lanes is savvy public administration. If the general public needs this transportation improvement, than the State should find the means to accomplish it without differential price scheming. • There are some topographic challenges to straight lane additions in the lower I-270 corridor. Significant fill and new retention walls will be needed in a number of locations. Under-cutting slopes and further retention walling also applies to lesser extent. So that engineering and cost factors should come earlier than typical in planning. • In dealing with the public, I advise you take a "we have seen the enemy and they are us" tact on this. Many of the people speaking most assertively are the very single occupancy drivers contributing most to the conditions. Take this opportunity to challenge users with what they can do personally to reduce their automobile dependency and especially single trip utilization. Many small behavior adjustments may still pool into a significant impact reduction. • Lastly, the use of eminent domain to take homes or businesses for this use is harsh and despotic of our representative State government. The planning will determine if necessary. Recall too the land values in this area are very high, so each
8/27/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment."
8/27/2018	I am writing to oppose the widening of 270. Widening 270 is likely to increase car congestion rather than provide a solution to our traffic. My family moved to Woodley Gardens in 1964 making us original residents. Fifty four years later it remains an idyllic place for the young and old alike. Our sidewalks, parks, the pool and our shopping center and the Senior Center make this neighborhood a vibrant, very connected, unusually friendly neighborhood. Every Saturday I meet a neighborhood group for coffee at Carmen's Italian Ice, now a neighborhood institution. I am 96 living in my own home. Neighbors have provided invaluable support shoveling my snow, helping carry trash binsd and newpapers, bringing food when they think I may need it, and keeping a watchful eye on the house. When my husband died last winter, at least 30 neighbors and some of their children came to his memorial service on a weekday in January when it was 9 degrees. I was in the neighborhood the first time they widened 270. The widening in the 1970's provided relief for just a few short years. time. By the 1980s 270 was once again extremely congested. Please consider solutions that do not change the footprint of 270. Reversible lanes and well connected public transit are better solutions for everyone.
8/27/2018	Please see the attached letter of opposition to widening 270_495. --- We strongly oppose the widening of I-495 + 270. This community is already squeezed by the 495 Beltway + creates huge noise and pollution problems. In addition, the building of the Purple Line has squeezed the
8/27/2018	To whom it may concern, I have lived in Rockville since 1962. I have seen Rockville go from a small town with working farms to a bustling city. I have seen route 355 go from a two lane road; one lane north and one lane south to a six lane thoroughfare. Bumper to bumper traffic and this is only in a city. The state wants to widen I 495 and I 270? How dare you. What are you going to tell the homeowners when you pull out your Uncle Sam card and tell them you mean nothing. Take this little bit of money so we can tear down your home, displace you and your family. I am quite confident the inconvenience money that will be handed out will not come close to providing enough money for homeowners to relocate in a new home. The damage to our neighborhoods, the environment and the increased traffic will destroy the beauty of Rockville Maryland. The widening will permanently damage the value of homes. Enough is enough. Just look at all the highway expansions in Washington, DC, Northern Virginia and Maryland. All those extra lanes have not worked. They have made things worse. Take a very serious look at the 'wonderful' highway expansions in the Washington Metropolitan area. If you have lived here your entire life or at least in the past 20 or so years, you will see the problems created by these so called road improvements. Improve the rail system from Frederick and 70 north towards Hagerstown. Accessible, reliable and cost effective public transportation will benefit the traffic congestion, not wider highways.
8/27/2018	Dear I-495-27-P3 Team, On behalf of Prince George's County, please accept the following as comments to information presented at the recent I-495/I-95/I-270 Managed Lanes Study Open House Meetings held (held at Eleanor Roosevelt and Central High School in Prince George's County on July 17 and 24 respectively). • Prince George's County continues to believe that prioritizing highway expansion is not a sustainable, long-term solution to our traffic congestion. Time and time again, it has been demonstrated that more lanes on the highway leads to more cars on the road. A few recent studies that shed light on this concern are as follows: o Highway Boondoggles 2 More Wasted Money and America's Transportation Future https://uspirg.org/sites/pirg/files/reports/US_Boondoggles2_scrn_0.pdf o National Center for Sustainable Transportation – Increasing Highway Capacity Unlikely to Relieve Traffic Congestion http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf o The Science Is Clear: More Highways Equals More Traffic. Why Are DOTs Still Ignoring It? https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ • There should be a shift away from single-occupancy vehicles towards mass transit options. Investments in transportation infrastructure must focus on moving the most people as fast as possible, rather than moving the most cars as fast as possible. • The County supports investment in transportation projects that support sustainability and balancing the region, through greater transportation options like walking, biking and transit with an emphasis on Transit Oriented Development, which we believe will do as much if not more to reduce congestion as building additional highway capacity. • The Alternatives Retained for Detailed Study (ARDS) should not be limited to those involving priced managed lanes and must include the three transit options (14 A: Heavy Rail, 14 B: Light Rail, and 14 C), as those options offer environmentally more sustainable solutions and economic development opportunities. • Incorporating transit into all of the alternatives should be included, as well as study of transit access to and from the alternatives along the Beltway and I-270. • Prince George's County also supports Alternative 2, Transportation Systems Management (TSM)/Travel Demand Management (TDM) to be a part of the ARDS. • The County is very concerned with the alternatives that would widen the Beltway, which could have significant impact to existing homes and businesses along the corridor. As previous studies demonstrated right-of-way impacts based on adding a single lane in each direction, the alternatives that call for adding two lanes and/or collector distributor (cd) lanes would exacerbate those even further. • Providing a less congested commute to those with the ability to pay a toll, is of tremendous concern to the County. In addition, Prince George's residents currently have among the longest commutes in the Washington region, charging this sort of fee would likely fall disproportionately on County residents. We look forward to working with the Managed Lanes Study team through this process, please contact us if you have any questions or concerns. Sincerely, Victor Weissberg Special Projects Coordinator Prince George's County Department of Public Works and Transportation (301) 883-5604
8/27/2018	I had hoped that I wouldn't have to send this and that is subject would be been rejected, however, I believe it is, unfortunately, a necessity. After my divorce, it took me quite a while to get my down payment to buy my wonderful home. I moved in in October 2000. Over the years I've put a lot of time and money in updating/renovating to make my home comfortable, safe and yes, to add to my investment. The proceeds when I sell my house is to go to my retirement. If the plans that are being submitted occur, you will not only leave me homeless, but the lack of a market value price for it will make my retirement years unlikely as I will have to continue to work. Not only would you be leaving me homeless, you will be drastically affecting the well-being of thousands of people. My neighbors in Regents Square, the other communities with hundreds of families that would be displaced. The businesses that you would put out of business, the schools, churches, the nursing home, the Senior services facility, the day-care providers all would be devastated by this. I beg you to please reconsider and look into the other options that would least effect the thousands of tax paying citizens and all the futures that will be destroyed.

Date Received	Comment
8/27/2018	To Whom It May Concern, I am writing the SHA to urge you to reject any proposals that involve the widening of I-270 in Rockville. I live four homes away from I-270 and this would have a dramatic impact on me and my family's quality of life as well as the value of my home. Not to mention the impact this would have on my friends and neighbors who could lose their homes entirely. I believe that there are many alternatives that exist that do not involve the widening of I-270 in Rockville. Among them are the following. I believe that much of the congestion problem that exists today starts from much further north around Frederick and Clarksburg. These areas have seen dramatic growth over the last ten to twenty years, yet I-270 in these areas remains the way that it was over fifty years ago (i.e. only two lanes). The traffic "funnel" that this creates causes a great deal of congestion that quickly works its way downstream during rush hour. Widening I-270 in these areas would make much more sense as a first step. For one, these areas do not have homes right off I-270, so this does not involve the destruction of many homes as would be the case in Rockville. I also believe that the elimination of HOV lanes might help remedy the situation. HOV lanes are highly underutilized which creates much more traffic in the remaining lanes. In my opinion, HOV lanes are a feel-good measure that just do not work in practice. We are no longer a 9:00 to 5:00 economy, so it's simply not practical or realistic to expect commuters to be able to coordinate their disparate work schedules in order to accommodate using HOV lanes. I believe that reversible lanes are another remedy that could be used to solve the high traffic congestion. Lastly, I am aware of studies that indicate that the widening of highways does not improve congestion. Therefore, I believe the state should give very careful consideration to all options before making such a large investment using our tax payer dollars.
8/27/2018	Dear Sir or Madam: I write to vehemently oppose the widening of I-270 to the extent that it will require the taking of any homes, businesses, or green space in my community. My family and I are residents of the West End neighborhood in Rockville (address 620 Anderson Avenue, Rockville). This is a spectacular neighborhood that is enhanced tremendously by the properties along I-270, including the Woodley Gardens shopping center and all of the green space, including the Woodley Gardens park. I work in DC and understand the desire to relieve congestion, however I believe there are other alternatives to highway expansion that have not been fully considered, including additional public transport or reversible highway lanes. Moreover, I believe that any highway expansion will likely only bring short term relief. With the speed of development in Northern Montgomery County and Frederick County, any new lanes will quickly become congested as well. I hope you will take my comment into account.
8/27/2018	To whom it may concern, My family and I are relatively new residents to the Rockville area (New Mark Commons neighborhood right off of 270, Exit 5). While we appreciate the need to explore all possibilities to relieve congestion on these major thoroughfares in our area, we and our neighbors are greatly concerned about several of the most extreme options such as widening 270 to add an additional 4 lanes. This (and similar) options will significantly affect many neighborhoods adjacent to 270, each with their own distinct personality.As noted in the letters by the Rockville Mayor and Council, these extreme widening options would be detrimental to so many individual homes and businesses, and produce significant hardships to many in the greater Rockville community. We urge the board to strongly consider the loss or residential and commercial property as a key aspect in their screening criteria, which we shocked and saddened to hear is not being considered as a critical aspect in the decision. For a variety of reasons. Alternatively, we believe that converting some express lanes to reversible lanes is a much more feasible, cheaper alternative that will keep these neighborhoods intact while significantly easing the traffic burden in this area. Moving from the New York City area last year, there are numerous examples around NYC bridges and roadways where reversible lanes are utilized to relieve traffic during rush hours, and I see know reason why a similar approach could not be used in Rockville. We hope the state will strongly consider these reversible lane options that will be beneficial to both Rockville residents as well as daily commuters through our town.
8/27/2018	For the P3 project, for I270, have you thought of leaving the road width as is but getting rid of the local distributor lanes and reconfiguring the highway? For I495, I'm in favor of public transportation options. Shouldn't we see how much usage the Purple Line gets before we do a major 495 widening? How about adding more bus transportation?
8/27/2018	Attached is a letter to secretary Rahn that should be included among the public response to the I-270/ I-495 expansion Plan. ---------- Dear Secretary Rahn- As we discussed recently at the MACo Conference, my constituents and I are apprehensive about some of the current proposals to widen 1-270 and 1-495. Governor Hogan's press conference announcing these proposals was held on September 21, 2017. It is deeply disappointing that all public workshops on this topic were held in July-- when many people were on vacation. In addition, not one was held along 1-270 in the most affected areas! Before we consider investing an exorbitant amount to address our traffic problems, we should exhaust all other viable options. I am writing with four major concerns: 1. Will any proposal actually alleviate our traffic woes? Many studies have shown that widened roads become congested with either displaced or induced traffic. 2. We need to know the EIS data before a plan is chosen. With the Environmental Impact Study results not expected until 2020, it would be irresponsible to move forward at this time. Until we are aware of the environmental implications of each of these proposals, narrowing the options now seems premature. 3. We should carefully evaluate whether spending up to $9 billion is appropriate in a time of competing fiscal priorities. Some proposals include creating toll lanes on 1-270 and transferring part of the construction cost onto residents and commuters. 4. Rockville cherishes its neighborhoods. My constituents are justifiably alarmed by some of the proposals that could directly affect their homes and communities. There has been an outpouring of responses from residents who have come out against any proposed plans that widen 1-270 or 1-495 near neighborhoods and businesses. As your Administration explores the various options, I hope we can expect that the State Highway Administration will more closely collaborate with local State legislators and other elected officials. Cheryl . Kagan State Senator, District 17 Rockville & Gaithersburg Cheryl. Kagan@Senate.State.md. us
8/27/2018	I do not support the widening as proposed by the various Maryland Transportation related government agencies/departments. Hundreds of my fellow Rockville neighbors may be taken by the State of Maryland through eminent domain to accommodate the huge increase in the width of I-270. The construction process shall disrupt not only the directly affected home owners and businesses but travelers using I-270 for destinations beyond Rockville. Maryland has the opportunity to utilize mass transit and other roadway improvements to handle the demands posed by current conditions and future growth. Such mass transit projects can eliminate environmental degradation the massive I-270 widening shall cause, but reduce the environmental effect for future Rockville and Maryland citizens and visitors passing through our great State-thanks. □
8/27/2018	Hybrid of alternatives 9 and 11: three (3) inner high occupancy toll (HOT) lanes and three (3) outer general purpose lanes in each direction on the Beltway For the Beltway please consider a hybrid of alternatives 9 and 11 that provides three (3) inner HOT lanes and three (3) outer general purpose lanes in each direction. This configuration seems the best choice to balance the needs of local commuters and I-95 regional travelers as well as minimizing the footprint of the Beltway and providing as much managed congestion-free traffic as possible. Three inner HOT lanes in each direction allow for more congestion-free traffic. An increased number of HOT lanes will help repay construction costs more quickly and/or allow for the tolls to be lower as compared to only one or two HOT lanes. Three inner HOT lanes would, in essence, be two travel lanes and a travel/merging/exit lane which seems reasonable for Beltway traffic. Slower HOT lane traffic could remain in the right two lanes and the HOT lanes could accommodate higher speed limits (5-10 MPH) by reducing the number of entrances and exits. Speed limits could be enforced with the HOT cameras already in use to collect tolls. The inner HOT lanes need not have standard entrances and exits at every major interchange. For example, the eastbound stretch of Beltway from the Wilson Bridge could have access to Indian head Highway as currently provided for the thru-lanes, have new direct access to the Rivertowne Commons Shopping Center (for Oxon Hill Road East and Saint Barnabas Road) and then have a flyover to the regular lanes as an exit to Branch Avenue. A hybrid of alternatives 9 and 11 while having six lanes in each direction removes one lane from general use to avoid allowing more commuters to shift their hours closer to peak times. A similar situation occurred when the Wilson Bridge was first competed. Within 6 months of completion the previous 2-mile backups had returned in the afternoon on the eastbound side, even though the lane count increased from 3 to 5. Wide convertible shoulders for the hybrid of alternatives 9 and 11 With the hybrid of alternatives 9 and 11 please consider a wide convertible right shoulder (10-12 ft wide) in each direction which could be used as an additional general purpose travel lane during rush hour and as a shoulder during off-peak hours. The Beltway will be virtually empty from 11 p.m. to 4 a.m. for whatever alternative is chosen so it is important to accommodate rush hour volume while minimizing the footprint of the Beltway as presented during off-peak hours. Keeping HOT lane tolls reasonably low while balancing congestion for the hybrid of alternatives of 9 and 11 With a hybrid of alternatives 9 and 11 it is important to avoid substantial congestion in the general purpose lanes while the HOT lanes have low volume. The Virginia side of the Beltway often has underutilized HOT lanes while the regular lanes have moderate congestion simply because the minimum toll will not go lower during these times. With the hybrid of alternatives 9 and 11 please consider more effective traffic monitoring that adjusts tolls based on the traffic flow and volume in both the HOT lanes and general purpose lanes where the minimum toll can be reduced to zero as long as the HOT lanes remain largely underutilized.
8/27/2018	To Whom it May Concern, I am writing to express my opposition to expanding Interstate 270 in the Rockville area. My husband & I purchased our home on Blossom Drive in January, 1998 when I was expecting our first son. We had previously been living in Germantown, but when we decided to move to a larger home, our first choice was not only in or near Rockville, but specifically in Woodley Gardens. We also looked into neighborhoods in Derwood and College Gardens. After searching for months, my husband came home and said he found a house on Blossom Drive. The home was not in great shape at all, and was slightly out of our price range, but we decided to purchase it based on the community. Our boys are now 22 and 20. Hard to believe how fast the time has gone by, but what great memories we all have. Even now, at this young age, they tell us how much they loved growing up in our neighborhood. From being active members of the swim team, to playing basketball, baseball, and football on the courts and fields of Woodley Gardens Park, to walking down to Carmen's and Hard Times, opening their first savings accounts at Essex bank, and playing manhunt on summer nights, the memories are fantastic. This is a special neighborhood that does not exist many places anymore. About 8 years ago we had new neighbors move in across the street, with one young daughter at the time. The young couple came up to me and said, "Julie, part of the reason we bought this house was because of your boys. They are always out in your front yard playing with buddies, riding their skateboards or bikes around the block and laughing. That's what we want for our kids too." Another neighbor who would always laugh at how many boys there were in our front yard playing said, "it looks like Sports Authority threw up on your front lawn." My kids were definitely "outdoor boys" who had the benefit of being able to play outside on a daily basis, in a safe and welcoming neighborhood. I recently attended a meeting with the State regarding the proposal to widen 270 in the Rockville area. One of the audience members raised his hand and asked how the State could quantify the "neighborhood feel" that we, lucky Woodley residents, love. The spokesperson from the State said they take all information into account when making decisions. I am here to tell you there is no way you could ever quantify the comradery and neighborhood feel that exists in our "hood." There is a special quality to this neighborhood that simply cannot be quantified. That's why we love our neighborhood and respectfully ask that you find alternatives to widening the footprint and destroying our humble piece of paradise. Woodley Gardens is priceless. Thank you for you taking our thoughts into consideration when making this decision.
8/27/2018	I am a concerned resident against physical widening if I-270 through Rockville. I have lived in Rockville for 30 years and can hear major traffic noises all day and night from 270. Please no physical widening of 270. Thank you. Alternatives such as reversible lanes are okay. No physical widening of I-270 through Rockville.
8/27/2018	Dear Transportation Friends, Please take a few minutes to read my attached letter. As an advanced transportation consultant, I totally get what is going on with the proposed 495/I270 widening and tolling project. I'm guessing an engineering firm submitted an unsolicited proposal to do this and the state jumped at the idea of not having to pay for it. When I was working for Colorado DOT, I witnessed this same scenario while the state was considering other options. Only problem is, this proposed solution will not work because no amount of road construction will ever accommodate the growing volume of traffic in our car-centric culture. The exurban development of low cost homes in and around Frederick is now causing massive congestion downstream on 270. Where are the transit options? Why are people driving so far to work and why should people who live closer to job centers have to sacrifice their homes or subsidize the construction of infrastructure to accommodate the life style decisions of these exurban denizens? More lanes means more cars, more air pollution, more noise pollution, and a lower quality of mobility for all of us. Please read my letter and let me know what you think. I have some alternative ideas that also employ the use of P3 funding, but for building cost effective electricity-powered transit. The Leggo-style construction methods developed overseas for building elevated transit infrastructure is truly amazing and highly cost effective, both from a construction and manufacturing standpoint. I hope you consider what I am saying here. ---------- Does The I-270 & I-495 Widening & Toll Proposal Have Merit? The answer is yes, and no. Yes, I-270 needs to be widened to six lanes just south of Frederick so it can flow seamlessly into the six lanes further south. This should have been done years ago. However, Frederick should also have high-speed rail-type passenger connections to Baltimore, Rockville and DC to enable much faster mobility between these destinations. With widespread urban land development upstream in previously rural areas and with these new homeowners lacking any fast high-speed ground transportation options nearby, they are left with no other alternative but to drive. Hence, the traffic congestion in and around closer-in urban centers where so many of these exurbanites work.
8/27/2018	Please see attached document. ---------- I reside in Walnut Woods at 7213 Old Stage Rd, Rockville—a very short distance from I-270 and Montrose Rd. Due to the proximity to I-270, We are already affected by the noise and pollution from the nearness to this highway, particularly during winter months after the trees drop their foliage. For the reasons stated below, I feel that adding any additional lanes to I-270 is harmful, misguided and unnecessary. I believe the proposals are being evaluated using flawed and biased criteria. Why is Maryland DOT not evaluating all other traffic mitigating and traffic management solutions for implementation, before carving additional lanes from our residential properties and forest canopy buffer.. The proposal lacks specificity: The feedback requested encompasses 15 different options. However, none of the options contain sufficient specificity to fully understand and comment on the impacts. The Maryland DOT should perform additional analyses and update the public on each of the remaining options and discard those that have irreversible consequences. Those that remain in consideration should prioritize options that consider trends in teleworking and "smart city" technological advances employing sensors, meters, cameras and artificial intelligence, which could result in traffic decongestion without a further buildout of I-270. This proposal also fails to indicate whether adding new interchanges might be considered as one of the traffic management solutions, and if so, it should also be rejected. The screening criteria are biased and likely to lead to wrong conclusions: Having screening criteria is good, but good screening criteria and appropriate weighting for each criteria are essential. This scoping document fails to show why these particular screening criteria were chosen and how they will be utilized. Three of the six screening criteria: The Movement of People (engineering), Movement of Goods and Services, and Homeland Security, are so highly correlated criteria that they are essentially the same criteria stated 3 different ways. Were equal weight provided to each of these interrelated criteria, they would overweight and heavily bias any options, which require more traffic lanes over other less invasive approaches! Better criteria and more transparency of the screening criteria used to perform the evaluation, elimination of the duplication and the weighting of each criterion is essential. Additionally, the Environmental screening criteria does not include many usual and important environmental considerations. Why is there no evaluation of increases in emissions, noise, loss of forest canopy and wildlife habitat! How could one make an accurate environmental assessment without any of these factors included? During the study period, a baseline of all impacts—including the effects of canopy removal,

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8/27/2018	I moved back to Woodley Gardens (14 Hawthorn Ct.) almost nine years ago to live in the house that I grew up in because I knew it to be a safe and friendly neighborhood where I could raise my daughter. In fact, my daughter sleeps in my old bedroom. My family has owned this house since 1978 and I am proud to call it home. I am fortunate enough to live and work in Rockville. Our family has owned commercial office space on Crabbs Branch Way for over 25 years which act as the corporate headquarters for our engineering and consulting firms. I lived in this home through the first expansion of I-270, that expansion was also going to solve the traffic problems. We saw a retaining wall go up in our back yard and an increase in traffic, noise and pollution. The then $200 million dollar project did not solve the problem as expected and within a few years the traffic had outpaced projected levels by over ten years projections. The same will happen again, if you build it they will come. I-270 from the split through Gaithersburg is not the problem, the bottleneck begins in Germantown, Clarksburg and areas beyond where I-270 was not prepared for the massive increase of residences the county has seen. Why you would change the footprint of anything south of Gaithersburg is both foolhardy and a waste of time. You will be unnecessarily spending millions of dollars, destroying families, communities, not to mention displacing potentially hundreds of low income housing families. Common sense ideas that would serve the same population with less harm to the environment are not being considered. Toll lanes are impractical for the very people who need them. Most commuters purchase housing in Frederick or upper Montgomery County due to the lower cost, why would you think that those same commuters would be able or willing to pay a premium to get to work? (Also no one believes that the private/public partnership will not cost taxpayers a dime, so please drop that argument.) Why not extend the Metro Red Line, increase MARC train service or build another bridge into Virginia – the latter would most definitely help the commuters who drive from Frederick to Northern Virginia. As we know the number of Marylanders crossing into Virginia for work is growing, because jobs are not coming to Maryland, in fact they are leaving. As I stated before my family owns several small businesses here in Rockville. We are still in Rockville because my daughter is in school and we do not want to uproot her root her from the community. However, if our house is torn down I can state that without a doubt we will be moving our family and our businesses to Virginia. Our clients are not located in Maryland, and we have no other reason to stay. Maryland, Montgomery County in particular, is very hostile to small businesses. Also property values rise faster in Virginia, taxes are lower and public schools are on par with schools here. Our employees will soon become commuters that will be adding to the congestion and I know that I am not the only business owner with this contingency plan. The lack of transparency and rush to start this project is not only tarnishing the reputation of Governor Hogan's administration but it is showing how stupid he believes his constituents truly are. I voted for Governor Hogan the first time around and I am not sure that I will be doing so this November. The lack of respect that we have been shown in this process is disgusting.
8/27/2018	To Whom It May Concern: I write to you today on behalf of Peerless Rockville Historic Preservation's Board of Directors and members, concerning the proposed plans to expand interstate 270 and the harmful effects of the physical widening of I-270 will have on the historic resources and community fabric of the City of Rockville and Montgomery County. Peerless Rockville is a nonprofit, community-based organization founded in 1974 to preserve buildings, objects, and information important to Rockville's heritage. We advance our goals through education, example, advocacy, and community involvement. As a historic preservation advocacy organization, we are deeply concerned about the potential impact of the I-270 expansion project on Rockville's historic resources as well as the identity of its unique neighborhoods that this project threatens. The City of Rockville has many neighborhoods representing its development over time. The post-war years featured a boom in housing and construction that resulted in expansion and growth of the City and formed the modern communities that thrive today. Development and consideration of historic contexts should include a focus on the post-war, Mid-Century, and late 20th century built environment. Although not currently listed as historic, many communities within the area of potential effects meet National Register eligibility criteria. For example, the neighborhood of New Mark Commons was recently added to the National Register of Historic Places as an exemplary illustration of "Situated Modernism," combining clustered and free-standing houses within a rolling, wooded landscape. Other neighborhoods like this exist all along the I-270 corridor. Many of Rockville's neighborhoods were constructed during this period to take advantage of the "new" highway infrastructure. We are gravely concerned by any option for I-270 expansion that widens the footprint of the roadway in Rockville, threatening these long-standing communities, and we strongly urge you to choose alternate plans. As a designated consulting partner to 106 Review, Peerless Rockville looks forward to working with SHA and other partners in protecting Rockville and Montgomery County's important historic resources throughout this study. As a community advocate, we stand strong in our desire to protect the rich heritage of our community. Peerless Rockville Historic Preservation, Ltd. possesses an abundance of materials on Rockville's history, heritage, and historic homes and sites. We encourage all researchers and consultants documenting areas impacted by the I-270 expansion project to visit our office and utilize our archives and collections located in the historic Old Red Brick Courthouse in downtown Rockville. Sincerely, Nancy Pickard Executive Director Harold Pskowski President
8/27/2018	Dear SHA, Thank you for extensive efforts to date to develop and communicate status of the P3 proposals. I wish to register with you these views: 1. Widening is an unacceptable option and not a genuine, long-range solution 2. We need to see a more balanced, honest presentation of the cost as well as benefit of a P3 model. Local experience is consistently that contractors do not, in practice, hew to well developed standards nor do they bring the same motivation and commitment to public-serving projects. This difficulty is not at all addressed in presentations to date
8/27/2018	I am against the physical widening through Rockville I-270. Alternatives such as reversible lanes are okay. I am a 30 year resident of Rockville and the noise from traffic of I- 270 is heard all day and all night. No physical widening od 1-270 through Rockville. Thank you.
8/27/2018	To Whom It May Concern, I am writing the SHA to urge you to reject any proposals that involve the widening of I-270 in Rockville. I live four homes away from I-270 and this would have a dramatic impact on me and my family's quality of life as well as the value of my home. Not to mention the impact this would have on my friends and neighbors who could lose their homes entirely. I believe that there are many alternatives that exist that do not involve the widening of I-270 in Rockville. Among them are the following. I believe that much of the congestion problem that exists today starts from much further north around Frederick and Clarksburg. These areas have seen dramatic growth over the last ten to twenty years, yet I-270 in these areas remains the way that it was over fifty years ago (i.e. only two lanes). The traffic "funnel" that this creates causes a great deal of congestion that quickly works its way downstream during rush hour. Widening I-270 in these areas would make much more sense as a first step. For one, these areas do not have homes right off I-270, so this does not involve the destruction of many homes as would be the case in Rockville. I also believe that the elimination of HOV lanes might help remedy the situation. HOV lanes are highly underutilized which creates much more traffic in the remaining lanes. In my opinion, HOV lanes are a feel-good measure that just do not work in practice. We are no longer a 9:00 to 5:00 economy, so it's simply not practical or realistic to expect commuters to be able to coordinate their disparate work schedules in order to accommodate using HOV lanes. I believe that reversible lanes are another remedy that could be used to solve the high traffic congestion. Lastly, I am aware of studies that indicate that the widening of highways does not improve congestion. Therefore, I believe the state should give very careful consideration to all options before making such a large investment using our tax payer dollars. In summary, I strongly urge the SHA to reject the widening of I-270 in Rockville. Please reply and let me know what the State intends to do. Thank you for your time and consideration on this highly important matter.
8/27/2018	I live in the West End of Rockville. I do not want to see I-270 physically widened anymore than it is right now. More mass public transit makes much better sense. Thank you,
8/27/2018	Dear Maryland State Highway Administration, I'm writing to express my concerns about the possible widening of I-270. I strong urge you to consider alternative solutions and to NOT physically widen I-270 in Rockville. The neighborhoods along this highway in Rockville are already heavily impacted by noise and should not be further hurt. Sincerely,
8/27/2018	I suppose it is tempting, if the only tool you have is a hammer, to treat everything as if it were a nail. The timing of the plans for expansion of 270 & 495 raises more questions than answers. Why is this decision being made now instead of waiting for a year for empirical evidence from actual survey science? There are two household travel surveys currently being conducted in the state of Maryland. The Metropolitan Washington Council of Governments (MWCOG) is conducting the Regional Travel Survey in the greater Washington area (including Montgomery and PG County) and the Baltimore Metropolitan Council (BMC) is conducting the Maryland Travel Survey across the remainder of the state. This is in addition to the recently conducted National Household Travel Survey where the MD SHA was an Add-on partner. These types are surveys are critical to building the models that forecast the region's travel demand over the upcoming decades. To make a decision as impactful as this without using the best information possible is irresponsible. Which brings me back to my quote at the top. Looking over the proposed changes, it's not hard to notice the clear preference for adding more lanes, particularly toll lanes. I guess it should come as a surprise the a highway association wants to build more highways. But is that what is truly needed or is maybe just envious of "revenues" from the newly added hot lanes in VA. Though there are reports that those lanes have not been the boon that VA had hoped for. One would think MD can relate with all the money dumped into a sparsely used I-200. I encourage you to think outside of the box and find solutions that do not involve uprooting thousands of residents. I implore you to think bigger than just building more lanes. There are other alternative methods and with the information and technology we have available I believe there are better, most cost effective ways to accomplish the same goal. For one, we should take a hard look at reversible lanes. The issue with 270 is the commute, if we added and subtracted lanes to accommodate the different rush hours. In addition, all metrics are showing that the percentage of persons who telecommute, or work from home on occasion, is on the rise. Why not take the money you would spend to build additional lanes and instead subsidize local businesses to encourage more telecommuting. This would also cut down on the environmental impact and amount of road maintenance required. Businesses would also cut down some of their overhead costs for electricity. Finally, in the modern age of technology there are new tools in the toolbox that could be leverage to help alleviate congestion. The use of a smartphone app to incentivize commuters to carpool or shift their start/end
8/27/2018	Dear Maryland officials, I have grave concerns about some of the 270 expansion options. We should exclude from further consideration all options that expand the roadway beyond the existing footprint. Expansion would bring increased pollution to the neighboring homes where so many Marylanders live and could even require seizure of property/residences; that would be a devastating result for the people who live in the neighborhoods surrounding 270 and the character of the neighborhoods. Instead of adding more lanes that will soon fill with traffic, MD should be planning for a zero carbon transportation future — putting funding into public transit, safer and more accessible biking lanes and pedestrian sidewalks and crosswalks, and more walkable/livable communities. Please expand HOV lanes- maintain HOV for all hours of the day and extend the lanes further north on 270 and to additional roads to encourage carpooling and EVs. Consider reversible lanes to address rush-hour congestion - as well as congestion pricing. We need to plan for a decarbonized transportation system. Expanding 270/495 is not the answer.
8/27/2018	Subject: I-270–No physical widening Hello. I live at 530 Carr Ave in Rockville, Maryland, and I strongly oppose the proposal to widen I-270. Widening the highway will have deleterious effects on me and my neighbors. It would increase the highway noise in my neighborhood, which already is too loud. It would increase the amount of pollutants emitted into the air and have adverse health effects. It would lower my property value and increase traffic. By increasing the amount of impervious ground, it also would increase storm water run off. The quality of life in my neighborhood would be reduced substantially. To put it succinctly, widening I-270 is a short-sighted attempt to solve a problem that will have disastrous consequences. The billions of dollars that it would cost to increase the capacity of that stretch of I-270 would better be spent on extending the Red Line, increasing MARC service, and otherwise increasing mass transit. More highway space will only increase the number of cars that use the roads to commute, and the backups would return with additional cars on the road and no real solution. Reversible lanes might be of some help.
8/27/2018	To whom it may concern, Attached are signatures and comments from over 1,000 local residents that signed an online petition at https://actionnetwork.org/petitions/dont-tear-down-homes-to-widen-i-495 in opposition to the proposed Beltway widening. Contact information for each of the petition signers can be provided if necessary for the public record. The attached document only includes the signers' name, zip code, and comments. Due to the number of signatures included in this email, I respectfully request that you provide receipt of the attached document. Thank you for your time and attention. Sebastian Smoot Growing East County Celebrating and advocating for MoCo's fastest-growing region website | facebook twitter: @growingeastMoCo email: growingeastcounty@gmail.com phone/WhatsApp: 240-308-1006 SMS Text: 240-230-7322
8/27/2018	I am a resident home owner in Rockville. I strongly oppose the widening of I-270 in The entire portion of Montgomery County. Our tax $$ would be better spent in increased funding for and expansion of public transportation. Also increase funds to expand law enforcement personnel and to develop technology for better speed monitoring and controls.
8/27/2018	To Whom It May Concern, I am writing the SHA to urge you to reject any proposals that involve the widening of I-270 in Rockville. I live four homes away from I-270 and this would have a dramatic impact on me and my family's quality of life as well as the value of my home. Not to mention the impact this would have on my friends and neighbors who could lose their homes entirely. I believe that there are many alternatives that exist that do not involve the widening of I-270 in Rockville. Among them are the following. I believe that much of the congestion problem that exists today starts from much further north around Frederick and Clarksburg. These areas have seen dramatic growth over the last ten to twenty years, yet I-270 in these areas remains the way that it was over fifty years ago (i.e. only two lanes). The traffic "funnel" that this creates causes a great deal of congestion that quickly works its way downstream during rush hour. Widening I-270 in these areas would make much more sense as a first step. For one, these areas do not have homes right off I-270, so this does not involve the destruction of many homes as would be the case in Rockville. I also believe that the elimination of HOV lanes might help remedy the situation. HOV lanes are highly underutilized which creates much more traffic in the remaining lanes. In my opinion, HOV lanes are a feel-good measure that just do not work in practice. We are no longer a 9:00 to 5:00 economy, so it's simply not practical or realistic to expect commuters to be able to coordinate their disparate work schedules in order to accommodate using HOV lanes. I believe that reversible lanes are another remedy that could be used to solve the high traffic congestion. Lastly, I am aware of studies that indicate that the widening of highways does not improve congestion. Therefore, I believe the state should give very careful consideration to all options before making such a large investment using our tax payer dollars.

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8/27/2018	The solution to the volume of traffic on I270 … is NOT … more lanes, but better management of the traffic flows on a daily bases. Hence , I oppose strongly the addition of more lanes to I270. I am a resident of Rockville and believe that such an action would have severe adverse effects to the environment, the community, the people and the daily lives of its citizens. Thank you,
8/27/2018	Dear Maryland State Highway Administration, I am a resident of Rockville who lives in close proximity to I-270, and who uses I-270 daily to commute to work. I urge the State not to choose any option in its "I-495 & I-270 P3 Program" that results in a physical widening of the section of I-270 north of the I-495 spur and south of I-370. This section of I-270 is already twelve lanes wide. Increasing the width would require new ramps, wider bridges, additional storm water management, and removal of existing green space, not to mention the destruction of homes, commercial property, and government/institutional property abutting I-270. As an I-270 commuter, I recognize the need to improve traffic flow. However, unlike I-495, I-270's traffic problems are mainly southbound during the morning rush hour and northbound during the afternoon rush hour. Rather than increasing I-270's footprint in the Rockville-Gaithersburg area, the State can apply an alternative such as reversible lanes to improve traffic flow as needed during rush hour. Other methods for reducing I-270 congestion without widening should be considered as well. But adding more lanes to the existing twelve lanes is needlessly expensive and environmentally destructive. As a citizen and taxpayer directly impacted by the State's plans for I-270, I urge the State to make every effort take my comments into consideration.
8/27/2018	To whom it may concern: I live in the Rose Hill neighborhood of Rockville. I have studied the various options being considered for handling more traffic on I-270 and I-495. I am opposed to any option that would physically widen I-270 and I-495. I do not believe that widening the roadways will ever fix the problem of crowded roadways. By the time the roadways are widened, enough new development will take place along the highway that the roadways will be just as crowded as before the widening. I believe that the answer lies in better mass transportation, i.e. bus rapid transit or new rail options. I would also be in favor of possibly implementing ideas such as reversible lanes during the highest traffic times. Please do not consider options that would physically widen I-270 and I-495. Thank you.
8/27/2018	I also voice my concern on the potential expansion of 270. We should look for ways to increase public transportation to alleviate the current transportation issue instead of inviting a solution that is looking for a problem. On Mon, Aug 27, 2018 at 8:38 PM Fernanda Porto Carreiro <fernandaportocarreiro@gmail.com> wrote: To whom it may concern: Please do not physically widen I270 in Rockville.
8/27/2018	I am a Rockville resident (530 Carr Ave) and I oppose making 270 wider. Widening the highway would lower property values and increase traffic. It would worsen noise, air pollution, and storm water run off. The quality of life in my neighborhood would be reduced substantially. Reversible lanes are a good alternative. Mass transit is an even better place for our resources.
8/27/2018	I DO NOT support widening 410 or 270. Esp. on 270, the State should try the most cost effect measures, i.e., reverse lanes during rush hour.
8/27/2018	To Whom it May Concern: We are opposed to adding lanes to 495, taking out existing neighborhoods, and adding toll lanes. We live off of the University Blvd exit inside the Beltway. We want our neighborhood preserved.
8/27/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. I am in opposition to the physical widening of I-270. The committee needs to look into more uses of the current physical lanes -- reversible lanes, etc ...
8/27/2018	I am opposed to this! Please do not physically widen I270 in Rockville! It is unacceptable!
8/27/2018	We are simply against it. It is not acceptable.
8/27/2018	I live along the Watts Branch Parkway portion of I-270. I'm in favor of options 1, 2, 11, and 12A. The major bottleneck heading south, especially toward Virginia, in the morning is I-495. I-270 is funneling six lanes of traffic to I-495, a four lane interstate. In addition, the local and express lanes on I-270 funnel/restrict traffic causing the uneven flow of traffic where multiple stretches of the six lane interstate remain underutilized. Removing the local and express lanes along I-270 would reduce the multiple decision points easing congestion without physically expanding I-270. The major bottleneck heading north in afternoon is I-495 and portions of I-270 that reduce down to four lanes in Germantown, then two in Clarksburg, and then two lanes in Frederick. Widening the stretch of I-270 that is currently six lanes in each direction will not alleviate congestion in the impacted study area. Adding additional lanes on I-495, including the American Legion Bridge, and adding additional lanes on I-270 north of Gaithersburg, will aide in easing congestion in the impacted study area.
8/27/2018	To whom it may concern: This is to urge the SHA to reject proposals that involve the widening of the I-270. Widening of the I-270 will destroy communities, displace families and friends, dislocate students, and will not solve the underlying problem creating traffic congestion. Moreover, such a physical expansion of the I-270 would lead to more noise, pollution, loss of nature, and erosion of property values, which it seems that the project is not taking into account. A broad expansion of the I-270 without a comprehensive study of the underlying reasons of traffic congestion is unwarranted. The current proposal would expand the freeway without addressing current bottlenecks that are responsible of creating traffic. For example, it is the narrowing of the I-270 from 6 lanes to 3 lanes each way when it crosses and transitions into the I-495 that creates massive congestion problems. This is nowhere discussed, and instead the solution is portrayed as a physical expansion across all the freeway. Clearly the solution is to first address current bottlenecks, using for example a double decker, instead of affecting communities, households and the environment. Moreover, as history has shown us, expanding freeways brings more construction and expansion of townhouses as more traffic is allowed, thus not solving the problem at hand. So I urge SHA to first consider addressing the problems creating traffic congestion, and not simply taking the easy solution to expand freeways. One more comment. In those areas where indeed there would be a need to expand the freeway, the SHA should commit to minimize the impact on households by first taking land from commercial areas or unpopulated land. Physical widening if needed in certain areas should not be symmetric across the freeways, but focused on eliminating the impact first on households.
8/27/2018	To whom it may concern: As a Rockville resident, I only support adding additional lines IF the additions stay within the current I-270 footprint and IF it doesn't inconvenience the residents who live close to the highway and doesn't affect the property values.
8/27/2018	Dear Sir or Madam, We appreciate the opportunity to comment on the I-495 & I-270 Managed Lanes Study. We are residents of Rockville's West End and live less than one mile from Interstate 270 (I-270). We share the State Highway Administration's (SHA) concern with increasing traffic along I-270 and the substantial amount of time that motorists spend sitting in stalled traffic. However, we have deep reservations about any physical widening of I-270 through Rockville. Such widening would have a significant and detrimental impact on our community, particularly on our neighbors who live adjacent to I-270 and whose homes would be destroyed during the widening process. We also understand that widening of I-270 would cause environmental degradation. We strongly encourage the SHA to study ways to reduce the demand for vehicle traffic along I-270, including through use of additional mass transit along the I-270 corridor. Other communities, such as Arlington, Virginia, have used mass transit to meet increased transportation needs without resorting to additional lanes on major thoroughfares. The SHA should study how Arlington and other communities have addressed similar transportation challenges. Thank you for your consideration of this comment.
8/27/2018	I am a resident of Rockville, MD, and I am strongly opposed to any physical widening of I-270. Such actions would seriously harm individual citizens, our neighborhoods, and our environment. It will impact my neighborhood, Rose Hill Falls. We can already hear and see 270 from my deck. We do not want it any closer to our home. We do not want our neighbors to lose their homes. We do not want our property value to be affected. Expanding 270 near Rockville is not the problem. The problem is in Gaithersburg where the local lanes go down to one lane near Shady Grove and near the ICC Route 200. The problem is also 495 going into Virginia near the American Legion Bridge. That area of the beltway needs to be expanded. If you do not address that area first, there is no reason to widen 270 near Rockville when the problem is 495 going into Virginia. There should be alternate routes to get into Tysons Corner.
8/27/2018	Dear Maryland Department of Transportation: The Washington Post announced that the State of Maryland intends to keep the widening of I-270 and the Beltway within the existing right of way. I support this course of action. I oppose any project that would widen the footprint of the highways and affect private and public property. Improvements such as reversible lanes would enhance the flow of traffic and enable the state to keep the footprint as it is. Past success with reversible lanes in the State of Maryland assures concerned citizens that screening criteria, including engineering considerations, movement of goods and services, environmental considerations, financial viability, and homeland security will be met. I am pleased that the property values and tall trees and mature plantings within my development, which is adjacent to I-270, will remain the same. I am glad your proposed course of action keeps the wants and needs of individual residents, young and old, rich and poor, in mind. Keep up the good work!
8/27/2018	To Whom It May Concern: Widening I270 is a terrible idea. As we have seen with previous widening of I270, and as was found in Long Island, NY, the only thing that widening roads does is promote development further out. And after a relatively short period of time, the level of congestion returns to what it was prior to the widening. There is already a significant degradation in air quality around the I270 corridor during rush hour. Further widening would exacerbate that. Mass transit solutions are vastly preferable. Buses and trains that actually run well, with adequate parking at stations, is the way to go.
8/27/2018	please dont expand the highway through rockville. Thank you
8/27/2018	It is unnecessary to widen I-270 through Rockville at this time. Funds would be better spent on improving mass transit, particularly to create a new Metro line which would be outside the Beltway and link Silver Spring, Betheda and tysons corner with connections to other metro lines it would intersect. Those are the centers of economic activity in the region.
8/27/2018	Hello, I have lived in the Rose Hills Falls neighborhood over fifteen years. I love my townhouse and the neighborhood. It would be a disaster to destroy this community and other surrounding communities to widen I-270 in the area. The Rockville Town Square would lose business due to loss of customers, and it would be a disaster. I strongly oppose any physical widening of I-270 through the Rockville neighborhoods. I vote NO WIDENING of I-270 through
8/27/2018	Oppose to I-270 widening

Date Received	Comment	Response Executed	Alternative 1 Input	Alternative 2 Input	Alternative 3 Input	Alternative 4 Input	Alternative 5 Input	Alternative 6 Input	Alternatve 7 Input	Alternative 8 Input	Alternative 9 Input	Alternative 10 Input	Alternative 11 Input	Alternative 12A Input	Alternative 12B Input	Alternative 13A Input	Alternative 13B Input	Alternative 14A Input	Alternative 14B Input	Alternative 14C Input	Alternative 15 Input	General
7/3/2018	I want to know how to coop shareholder of the Tower will be impacted with property values upon me. Safe if 495 is expanded onto the existing grounds of our property. I was told that compendation would only be made to the HOV, not individual share holders who are essentially owners of them individual with my current outlooks the beltway and could be impacted neglectfully by roadway expansion. It is already noisy and there is no noise barriers. Expanding the roadway will make noise and destroy the treeline view.		Support if more policing of drivers who drive too slow and passing lanes, which is a significant problem.	Best option, include better policies of drivers who block traffic flow	Do not expand the roadways outward	Support, but HOV lanes on 270 are used b/w 4:30-6:30 pm Northbound	Support	Absolutely not, do not expand the roadway outward	Do not support the HOV lanes on 270 are barely used between 4:30-6:40 PM headed north	Support, but what kind of tolls are we talking about?	Support if tolls are northbound	Support if tolls are reasonable and roads are maintained	Support	Do not support as a commuter eastbound at 6:30am, traffic flows fine and flow will cause undue delays	Support	Do not support ... it would create more traffic eastbound in the early am because it flows fine now	Support	Support	Support	Do not add any new lanes on the outside, and there are not enough buses to dedicate a lane	Do not add any new lanes or roadway expansion. Not enough buses to support a whole lane to them.	I do not support any added lane construction onwards. I live along 495 and it will impact my property/view and reduce my home value to sell in the future.
7/17/2018	I oppose adding toll lanes to I-495 and to the Baltimore-Washington Parkway. It will not relieve congestion. Maryland will incur debt despite the public private financing plan. I prefer that we make needed repairs on existing roads, bridges and mass transit.					Add new lanes		Add lanes								Add lanes						
7/17/2018																						
7/18/2018	1. Suggest widening of route 355 from Germantown to Frederick 2. Suggest study & widening of I-270 from Germantown to Frederick 3. Suggest M83 be built 4. Provide informed public transportation (ride-on)												Need Picture to Circle	Need Picture to Circle	Need Picture to Circle	Need Picture to Circle	Need Picture to Circle	Need Picture to Circle	Need Picture to Circle	I like alternative 15	Fedex/UPS/Amazon/Baltimore Tank Line/For special toll uses - Make a deal with some laarge trucking compaines in Maryland	Also allow public and private transportation - Uber/Megabus/Greyhound/Metrobus on Tollroad - Build tollroads with transit stops for public and private busses / National Harbor - New Carrolton and Greenbelt
7/18/2018	My questions are as follows: **1 -** Will the study include evaluation of property value impact pre/post constructions **2-** What considerations are being made to reevaluate the impact of local traffic leverls , flows, commuter cost accesibility **3 -** Will noise levels and susequent techniques be implemented and funded. (We are still waiting on sound barrieres from last upgrade) **4-** How will water runoff be handled in lieu of drainage into neighborhoods **5-** Has a monorail (electric power) been considered **6-** Will impact on crime / safety also be considered (ie. foster awareness for criminals) **7 -** What about pollution effects on homeowners **8-** Are there plans to enhance connectivity through local (areas to metro ; if so, what changes need to be occured) **9 -** Are homes going to be torn down?		Okay	Maybe	No	No	No	No	No	No	No	No	No	Maybe combined with telework	Maybe combined with telework	No	No	No	No	No	No	I wish the state would concentrate on providing incintives for businesses and tax credit by providing more telework to mitigate on traffic flow versus the optional that would not benefit public but to increase out taxes and tolls we don't need.
7/18/2018	I wrote some comments inside this. Am very dubious about trying to solve traffic problems with more roads. The construction process takes so long and slows things up all that time. Who knows what kind of cars people will drive by the time the new lanes are all built? I was much more intrigued by the flyer describinb the suggestions of the Maryland Transit Opportunities Coalition. All-day two-way service from Washington to Frederick, and trains ever 15-20 minutes all day from Washington to Baltimore. etc. etc. Sounds like a great idea. Lots more good bike paths would help too!!		Need more lanes from Clarksburg to Frederick		Ok		No!	Of if applies to more lanes from/to Clarksburg & Frederick	No!	No!	No!	No!	May not be ok! May work.....	May be hazardous!	Sounds ok!	Toll roads are very unmpopular					May be ok!	
7/25/2018	1. Pay lanes are unacceptable. Adequate transit should not be reserved for the wealthy only. The state must provide infrustructure resources to all of its residents.2. Now lanes should only be added where there is existing space, not taking lane from existing landowners or neighborhood buffer zones 3. Lane we should be minimized by taking advantage of reversible options. 4. New lanes will always fill up too. Only when traffic is painful will people choose to use subway, but, or other alternatives.		I support this option	Not sure I fully understand - support if no fees	If can be done on exisisting highway land	If can be done on exisiting highway land	Absolutely not. Welathy should not get better service!	No room for this	No room for this	No paid lanes - inconsiderable for wealthy to get fast lanes	See Above	See Above	No space for this	Would support if done safely	Would Support	No fee vases lanes just morally wrong!	See Above	No Space	No Space	No Space	Waste of a whole lane, just for a few buses	No paid solutions - not right for only the wealthy to get better service - the state must serve all residents equally.
7/25/2018	None of these alternatives are adequate. It is not viable to add more lanes to either I-270 or I-495. Will be very costly to Maryland taxpayers. The best approach to solving the traffic problems is a multi-level approach that gets more people to use mass trasit. I-270 is wide enough and people near I-495 don't deserve to lose their homes. Alternative 2 is a must, as an ongoing effort. Alternative 15 is viable, but only with no widening and in conversion of current HOV lanes to a bus rapid transportation.		Not viable, traffic congestion is too much for region	Sounds ok, but how does it work. Need diagram and videos	No room to widen, on I-495 or I-270	Won't solve traffic congestions! Not Viable.	Who gets the money?	No room to widen	No room to widenn	Who gets the money? No room to widen.	Who gets the money? No room to widen	Who gets the money? No room to widen	No room to widen I-495	Maybe, but which description	Possibly, but will it involve transit?	Who gets the money? Widening Involved	Who gets the money? Widening Involved	Too Expensive	Too Expensive	May work. What alignment and cost	Best alternative by far. Heavy and light rail criteria expensive. The way to solve traffic is a multimodal approach.	All managed by MTA... Covert current HOV lanes to Bus Rapid Transit Lanes
7/25/2018	I am not clear on the political impact of the light train options would these be like adding lanes? Also I know you said you didn't want to take private property if you can help it. You can't widen 270 without bulldozing my house!		I support no build	Incentives for carpooling, telecommuting and transit use is prferable to demolishing houses and a hospital for a plan that will not relieve congestion						I oppose privately operated toll lanes	Privately operated toll lanes high income people or subsidized drivers	Spending money on mass transit is friendlier to the enviorment		This is a good idea	I like this idea	Privately operated toll lanes are too expensive for the average driver	This may	Mass transit is a good option but I preer it to be a public option and not along the I-495 on I-270 corridors	Light rail is a good option but not along the I-495 I-270 corridors. Widening the highway will demolish houses and a hospital	Widening the highway is not a good option	Widening I495 will not relieve congestion	Invest in growing MARC trains. Build a light rail in Southern Maryland. Invest in Red Line.
7/25/2018	The diagrams of the options need to show additional , etc. that will go on along with adding lanes. A panel sitting at the front of the room after the presentation and let citizens line up to ask questions so we could all hear the answerss. Breaking into small noise rooms with several Q&A session in each room was frustrating.		Good option! Maximise all no build improvements possible	Great option! BEST	No! Adding lanes will destroy a shopping center, a senior center, a rec center, a church, and part of a hospital in my neighborhood	No! See comment for Alt 3	No	No	No	No	No	No	No	Maybe, needs more study	Maybe	No	No	No	No	Only if there can be dedicated lanes	No, not if roadways have to be widened to create the dedicated lanes	Need more well planned development with work spaces near homes so fewer people need to commute. That is the only sustainable goal -- fewer people that need to commute
7/25/2018	Environmental impact, especially thw water quality and air from the alternatives. MDOT Survey: 1. Good 2. Good 3. Good 4. Good 5. Online survey should be fine Comments on specific alternatives: 1-No; 2-Yes; 3- Yes; 4- No; 5- No; 6- Yes; 7- No; 8- No; 9- No; 10- No; 11- No; 12A- Yes; 12B- Yes; 13A- No; 14A- Yes; 14B- Yes; 14C- Yes; 15- Yes																					
7/25/2018	Route 200 should not be a toll road. ICC is UNDER-UTILIZED because of this. At least open it up for free at various times of the day once a month to evaluate the difference. We already built that. Teach people to drive without hitting their brakes constantly. Driver evaluations needed! MDOT Survey: 1. Okay 2. Okay 3. N/A 4. Good 5. N/A Comments on specific alternatives: 1- STOP daytime road work short of emegencies; 2- If accident pull over as far as possible- even onto grass. Use on should . No polive pullovers on the Beltway. Take them to exit then ticket or search. Red light camera as on ramps one vehicle per green light., Teach zipper merge to all drivers. Stay in lane until point of merge. If people try to merge soon, thats tickets. 8- (Circled) also																					
7/25/2018			I realize this wouldn't solve the traffic problem, but I think the actual construction of anymore widening of either 270 or 495 would be ghastly and take a long time.															Should have spend the money for this, or lightrail, a long time ago		This would be better than trying to build lanes for more cars	Possibly ok	Built 83 and use for bus rapid transit - that would extend Mid-County Highway to clarsburg and take some of the pressure off 27-. Also it was promised in the master plan many years ago.
7/25/2018	I believe emphasis should be placed on moving more people with less cars, not more lanes for more cars. More trains, more light rail, more car-pools, more park and ride,more telecommute incentives, more creative thinking, more concern for the enviorment, more affordable - close in parking. I see more anes as an expensive lazy solution where a few will make a lot of money at the expense of the rest tolls.		More mass transit, more affordable housing, not more unfavorable roads	**1 -** More study needed **2 -** Good that doesn't require widening or tolls	**1 -** No widening, enviormental and neighborhood impact too great	Maybe if no widening or tolls	No tolls, no lexus lanes	See 3	See 4	No new lanes on I-495, maybe ok on I-270	No new lanes on 495	No tolls	See 3	Maybe if studies and examples show this works without widening	See 12A	No tolls	No tolls	Better than more highway lanes	Better than more highway lanes	Definitely should be considered	Definitely consider - a much better alternative	We need solutions to move people, not just cars. We don't need to expand the jam. Let's get cars off the roads - mass transit, affordable housing
7/25/2018	We are opposed to widening on the basis of the enviormental impacts, and destruction of existing neighborhoods. We also oppose surcharges that provide service only to the wealthy, and leave out the the many low - and middle class users of the highway system.		Focus more on mass transit solutions	More study needed, prefer since widening or surcharges are involved	Opposed to any widenings: enviormental impacts, neighborhood impacts	More study needed, but prefer since no widening or surcharges are involved	No Lexus Lane!	See alternative 3	See alternative 4	No Lexus Lane!	No Lexus Lane!	No Lexus Lane!	See alt. 3 - Enviormental impacts, neighborhood impacts	Need to see how this works/emaples? - Prefer since no widening or surchage	See 12a	No Lexus Lane	No Lexus Lane	Definitely need to look into mass transit solutions - improve/expand metro	See 14a	See 14a	Should be studied more for feasibility - see 14a	Beltway widening would be costly , take ages, and would result in horrible traffic for years, it would come at the expense of nearby neighborhoods, result in increased air and water pollution - impacts on wild life.
7/25/2018	MDOT Survey: 1. Good 2. Good 3. Okay 4. Good 5. N/A Comments on specific alternatives: 3 - it would be better to combine with 13A and 13B; 4- Combine with 13A and 13B?; 5- combine with 13A and 13B?; 6- Combine with HOV PMC 13a &13B?; 8 - (Circled) Would like to understand the cost for this alternative; 13A- Like this; 13B- like this; 14B- Cost associated with this plan?; General- is it an option to combine 8 and 13A and 13b?																					
7/25/2018	Divide and Conquer - make sure the only comment opportunities are on paper or one on one. Have one tiny classroom to answer one on one questions on eminent domain, noise, and something else. Make sure a line out the door keeps all those people occupied for an hour. Pretend that 15 options are equal - but a P3 by a road toll-collecting corporation is automatically titled toward a highway - unpanding, toll-collecting alternative. WE DONT WANT WHAT YOUR'RE SELLING.		YES. If you build they will come. 270 was expanded in 1990 and traffic filled it. Studies show that traffic fills available space. Transit and new habits will help. Tolls won't	Opening the shoulder is dangerous. The shoulder is needed for breakdowns, emergency vehicles, etc.	NO NEW Footprint. DO NOT WIDEN 270.	This is fine.	NO toll. People can't afford it. IT will squeeze the rest of traffic into the remainig lanes, doing nothing and making traffic worse. Reversible is better use.	NO NEW FOOTPRINT. DO NOT WIDEN 270 ESPECIALLY BY TWO LANES.	NO NEW FOOTPRINT. DO NOT WIDEN 270 ESPECIALLY BY TWO LANES.	NO NEW FOOTPRINT. DO NOT WIDEN 270 ESPECIALLY BY TWO LANES.	NO NEW FOOTPRINT. DO NOT WIDEN 270 ESPECIALLY BY TWO LANES. NO TOLLS!	NO NEW FOOTPRINT. DO NOT WIDEN 270 ESPECIALLY BY TWO LANES. NO TOLLS!			This is smart as long as the footprint does not grow		Tolls are not practical. Converting existing lanes is... to be reversible. Reversible makes sense. NO TOLLS	Yes, but not here. No new footprint.	Yes, but not here because you will have to add to the footprint. IF you convert a lane to light rail, that would work	Yes, but not if it expands the footprint.	Transit os great, but not if it expands the footprint.	
7/25/2018	1. Please treat us with respect. We want at least two things (a) to know more about your specific plans, and (b) for you to hear us, not just in small groups or on comment cards. 2. Do not widen 270 in Rockville 3. Plublicize your meetings and milestone schedules 4. Add loss of homes and impact on neighborhoods to your critera.		I could live with this	This would be good	Nope, don't widen the highway	I like this idea	Toll lanes lock out low income people	No, youd have to destroy chunck of my neighborhood	Maybe not 2, but one would be good.	Toll lanes lock out low income people	Toll lanes lock out low income people	Toll lanes lock out low income people	Doesn't change I-270 so ride with me	This might be a good idea	Ithis might work if you have good communication and indicators.	No priced lanes lock out low income people	No priced lanes lock out low income people		The purple line is good	Good if it's on the existing highway	Use an existing lane! No ew lanes!	Why not work on improving the red line and adding more trains?
7/25/2018	No lexus lanes: Failure in No Virginia and 95N of Baltimore station between 270N/95N is different than 495 traffic is N/S noy E/W. Expand by 270 and 95 N with managed traffic. Keep 495 as in - work on extening ramps (exit and entrance)			Could Work	On 270 and 95	Maybe if no widening or tolls	No	No	No	No	No lanes on 495	No Tolls		Possibly	Possibly	No	No		To Frederick			
7/25/2018			MDOT should look at the least costly alternatives first. And think about hot to capture enough money to pasy for more expensice alternatives.																			
7/25/2018	I oppose any option that would widen the existing footprint of I-270 in Rockville. This would destroy many communities and businesses, including mine- regents square condominium.		Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!	Oppose any of these options that widens the existing I-270 footprint in rockville/ DO NOT destroy our homes and businesses. Work within the existing 12-lane footprint!
7/26/2018	All of these proposals seem stuck in the 20th (rather than 21st) century. They do not seem to be in line with the revolutionary change in lifestyle that technology has already provided and will continue to provide. Why assume that the demand for commuting options will increase? More and more folks telecommute from their homes build this into your forecasts of demand for roads. Why not think bigger thoughts Elon Musk's hyperlink, other firms prototypes of systems - underground or well above ground would leave our farms and land and homes and air in better shape		Improving entry and exit on existing lanes. Wuld be my first priorty. System like that on I395 in Northern Virginia	Mentioned options are excellent; could improve conditions greatly. Why not try there before commiting to massive expenditures? Particularly when proposed solutions are so technology- unfriendly.	see alt #6	Adding additional lane on 495 - No value	I am opposed to changing for fast lanes. Very regressive option in county that prides itself on being prrogressive. Additionally, in each direction.	Enviormental concerns, including possible impact on homeowners whose land would be confiscated.	No	No	No	No		Not strongly opposed. Prefer options 1 & 2.		No	No	Have not given thought to there but imagine the enviormental impact would be even more severe than adding aditional lanes.	Have not given thought to there but imagine the enviormental impact would be even more severe than adding aditional lanes.	Still require new lanes		Think bigger! Use the advantages our county lanes in the many technology - savvy residents in finding much more forward - looking solutions if you are not content with.
7/26/2018	This is not just a question of transportation. Screening criteria for enviorments impact: Should factor in estimate for reducing GFG emissions of traffic, on any of alternatives. Beyond advantage of less congestion allowing more efficient speeds, also vital to ask how far that's offset by potential of extra lanes encouraging more traffic. Let's keep more fossil fuel in ground, get more cars off roads! All in equal favore for bus and or rail rapid transit alternativesI don't add lanes just make repurpose exisiting ones.		No extra lanes. Promote mass transit. Somes existing lanes to HOV, contract HOV, reasonble.															Maybe	Yes!	Yes!	Yes	Encourag easy connection between existing WMATA system and 495 rapid transit alternatives.
7/26/2018									Matching the VA I-495 HOT lanes around the Beltway would be great, but space contains and would be obstacles.				Unclear on how this system improves traffic flow				I am looking forward to the results of the analyst, but this alternative looks very promising for I-270	A direct line to Fredrick with transit - oriented development at moderate to high density near stations would be an excellent addition to the highway project, really on a parallel right of way not in the median.				I support demand pricing on managed lanes as a rational method to maintain flow of traffic
7/27/2018	I oppose the use of a P3 in this circumstance. I believe it will only increse the total project cost due to the need for profit be extracted. The state should fund the project and make use of the resulting toll revenue raising the gas tax if recessing in the short term. I suggest particular attention be paid to the section of I-495 north of the American Legion Bridge, the bridge itself, and the merge/split with the I-270 . The decrease from lanes or the various VA highways to the 4&1 on the Bridge and 2& 1 HOV on the I-270 is a terrible battleneck. A redesign, in additional to the extra capacity, could be helpful.				No- use existing		No - prices will be too high - cars will seek secondary roads which debunk the project	No existing		No	No					Good Alternative	Invest and Repair Existing				Yes!	Encourage carpool and mass transit! If you build it, more cars will come. You'll have the same problem and all the comotion will be gone.
7/28/2018	There is no room to expand 495 and 270 in the propsed plan. Taking homes will destroy communities, families, networks that have existed and are peoples lives. It will add to pollution and noise. Use existing roadway - HOVV, reversible lanes are all great alternatives. Invest in metro! If it works people will take it. Charging tolls will put in neighborhoods = bad idea. Would you want to live 50 ft. from 4 lanes of traffic? Would you want your children to breathe the fumes?																					
7/28/2018	Dear Mrs. Choplin and Managed Lanes Study Team: I attended both a scoping open house and a public workshop sponsored by the managed lanes study team for guarding the I 495 and I 270 P3 program. I learned a lot and ask questions of team representatives. I appreciate that feedback from the community is an integral part of project planning, and note that comment from the scoping fees informed the alternative is presented at the public workshop. Here are my summary and recommendations, followed by detailed feedback about the project and the current alternatives. I strongly urge consideration of the study team to make these actions: Number 1. Implement integral low cost, no construction options as soon as feasible, while moving forward with development of existing public transit plans. Number 2. Do not award the 90 million general engineering consultant services contract. Instead use those funds to implement these low cost solutions. I am a long time resident of Maryland, and was Maryland Virginia commuter from 1992 until 2016. My husband and I are parents of five adult children and nine grandchildren, a number of whom live in the DC metropolitan area. As I continue to learn about the I 495 and I 270 P3 project, I have been thinking quite a bit about the goals and alternatives provide it. The study appears to be based on a number of assumptions. These assumptions need to be critically examine before moving any further in the planning process. Assumption 1: Traffic volume will continue to increase in the coming years. There is no question that there is frustrating congestion on both I 270 and I 495. However we see that our children's generation the current workforce do not want Carr's for their primary day today transportation. They want to use public transportation, biking, or walking whenever they can. Baby boomers like myself want to walk, not drive, and are moving to residences near shops, dining, and public transportation. Shopping malls are on the decline as people buy more and more online rather than driving to the store. There are ever increasing opportunities for working offsite and adjusted work schedules, which we see evidence in the lighter traffic on Friday when many government workers are off. The duration of this project is long, and the likelihood of electric and self driven cars become and common before this project is completed is great. Self driven cars will completely change the commuting model and driving behavior. Indeed, the MDOT-SHA Connected and Automated Vehicle (CAV) Strategic Action Plan (http://www.mva.maryland.gov/safety/MarylandCAV/) addresses this very topic, stating that CACs Will dramatically change traffic patterns, transportation costs, and congestion, citing the need to plan infrastructure to accommodate vehicles of the future Many of the alternative of the managed Lane study appear to be the 20th century, not 21st century, solutions. I commend the governors support for metro. Good public transportation, which earns fee for service cost by consumers, is a better opinion, worth expanding. Assumption 2: A project of this magnitude can be successful At one session, a representative said that the project is split into two studies MD route 200 and I 70 to be addressed later because a project that is really large becomes on widely and would likely be impossible to implement. This is already conceive to be a really large project. But it is possible to divide the current study project into truly manageable increments that are less costly and less disruptive as much more feasible way more, assessing the impact of these improvements along the way. It is inevitable that a project of this size and scope will have problems, creating delays and adding cost. The Silver Spring transit center, a small project by comparison, was with cost overruns, construction problems, and delays. The silver line extension is now facing correct of action due to defective concrete panels installed at new stations. Falling concrete during construction of the Montgomery mall parking lot a really small project by comparison crushed one man to death and injured others. The P3 consult is a model where risk is shared. That is false security. A public private partnership does not guarantee reduced risk; it just means there are more entities to blame when problems arise. An honest environmental impact statement can only show disastrous effects to the communities, wildlife, plant life, air, and water that would be affected by a construction project of the magnitude proposed in many project alternatives. Assumption 3: Tolls can pay for this unfounded project over time Those who have conceived of this project state clearly that there is no funding for it. Initially, as I understand it, the idea was that cost would be reimbursed over time by tolls, much like the Virginia model. Now the options on the table do not all include tolling. When I asked the representative how the project would be funded in the non-tolling alternatives, I was told that the builders would have to include a funding solution with their proposal, a head scratching concept. Even with tolling, recuperative cost to consumers would be too high. Adding toll lanes means that the existing lanes will still suffer congestion during busy times, and the edit toll lanes will be an option for those who can pay. Economic and neck with T is real and increasing. A project solution that includes toll lanes only exacerbates the unfair advantage that those with means already enjoy. Adding toll lanes for benefits of those who can't afford them is a morally unacceptable option Assumption 4: Addressing the MD rte 200 and I-70 section of I-270 should be a future study. I made the commute to and from Virginia over the American legion bridge thousands of times, and it is a bear. Shortly after crossing into Maryland, I 495 split into the northbound spur towards I 270, or eastbound towards Silver Spring. The slow going up the George Washington Parkway and over the bridge is greatly due to the bottleneck of traffic headed up at 270. Easing the bottleneck at Gaithersburg/Germantown and beyond will go far and easing congestion downstream. Easing the bottleneck along I 270 beyond Gaithersburg should be a priority. All ready there is benefit from HOV and collector/distributor lanes up to that point, but traffic is congested because it continues beyond Urbana, Clarksburg and Frederick on fewer lanes. We should address I 270 above Gaithersburg, considering an additional contraflow Lane, collector/distributor lanes, and MARC train development following the MARC growth and investment plan. Creating traffic relief beyond Gaithersburg will enhance attractiveness of the region for wooing Technology and other industries and providing work opportunities closer to home for those who live in northern Montgomery and Frederick Counties The completion of any of the project alternative is that include considerable construction will		No build alternative; start by making low-cost improvements to alleviate traffic congestion	TSM – TDM; open shoulders during high volume times; and overhead signs indicating which lanes are open and closed.	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	create contraflow lanes on I 495	create contraflow lanes on I 270	Unacceptable	Unacceptable	Heavy rail; this should make use of existing rail Lane, increase frequently of Marc trains, particularly to and from Frederick, and continue to support metro. We should look towards implementing the proposal of the Maryland transit opportunities coalition to connect the region through trains and light rail.	Heavy rail; this should make use of existing rail Lane, increase frequently of Marc trains, particularly to and from Frederick, and continue to support metro. We should look towards implementing the proposal of the Maryland transit opportunities coalition to connect the region through trains and light rail.	bus rail transit dash off alignment. It is not clear what additional construction this alternative would entail, or the impact on residential communities, and important consideration, but I support the idea of dedicated or rabbit bus lanes.	have dedicated bus lanes on I 495 and I 270, perhaps using the shoulder lanes.	address I 270 above Gaithersburg, with an additional contraflow Lane, collector – distributor lanes, and pursuing the MARC growth and investment plan.
7/30/2018	To whom it may concern: I am writing to ask you to please not widen I 270 in Rockville and the surrounding areas. My husband and I are three young children Patrick (9), Bridget (7) and Sioben (3) live in a house that backs up to I 270 in Rockville. We have lived here for four years, and we love our home, our backyard, our neighborhood, and our schools. For six years before we moved here, we rented an apartment in Rockville and save the money so that we could buy a home here. We are now extremely worried that we will either lose our home as a result of plans to Widing the interstate, or of that it will be widened right into our backyard. We already have a lot of noise pollution, as well as air pollution, from the highway, but if it were to be widened, the noise will be defending and the air pollution would destroy our quality of life. And while some people might think we could simply go and buy another home, if the sound wall separating us from I 271 move closer to our home, we fear that we were at the value our home so much that we would be unable to sell it and move. We worry that would be forced to stay and live in horrible conditions. We also recently invested in our home due to a heartbreaking loss. Earlier this year, my father died tragically by drowning. My mother has been deeply traumatized by the loss as have all of us, but in order to count for her, we renovate our garage to turn it into a mother in law suite, so that she can come and stay with us for more of the year, and not be alone. The renovation is almost complete. She is a retiree, and has invested a significant portion of her savings into the renovation. The idea of now possibly losing our home and this new, beautiful space my mother is devastating. Please think of our family, and our life here. Your decision will directly impact our children's lives, my mothers last, and I lives. We understand the population pressures in our region, as well as the traffic conditions. Both my parents and I have worked in DC so we experienced this first hand. We would preferred to See you invest in public transportation options for Maryland residents in this part of the state. The purple line does not help us in our area. But whatever decision you make, please do not move the sound wall that currently separates our home and neighborhood from I 270. Please work with in the existing roadway and don't destroy homes that we love and have invested in, or force us to live with the interstate in our backyard, with the defeating noise and even more polluted air.																					
7/30/2018	**1-** The perspective and vision beind these proposals is traditionally car - focused when what is needed is a forward - thinking, progressive view. With 60th the idea of a work place and technology (including self-driving cars) evolving, spending millions on multi-lane highways or signing up for 30 year private contracts will only make it harder to identify and implement real solutions. **2 -** The first screening criteria should be to reduce the number of cars on the road **3 -** It is not fair to ask wthe public to comment on ideas only - we should have the details about where the lanes, etc. Will go and what therefore will need to be sacrificed.		I cannot evaluate this one since I don't know about the ICM improvements.	Worth trying in the short-run (1-3 years)	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Not a solution - reject.	Might be worth trying if study shows promise	Worth trying in the short term (1-3 years)	No - this option would preclude transit and be a poor use of resources, including land	Might be worth it in the short term	Yes, here is the best option for the futre. Build it well and they will come	No - does not have adequate capacity to move people	Will not work well enogh to resolve or even reduce congestion	Will not work well enough to justify	Heavy rail need strong state commitment and funding. Consider a gasoline tax among other funding sources/such as local taxes from areas directly benefitting from trasit. Push Virginia to get on board.
8/2/2018	For a project of such immense size and scope, I am shocked at the lack of imagination or creativity. What seems to boil down to is: "Widen roads for more vehicles" and if that won't work, then we'll find more ways to squeeze more vehicles in. This results in.. more cars, more pollution (see trump's roll-back of rego) More heavy tracks, more expansive road repairs. Millenials don't want cars. Commuters would avoid Beltway if they had alternatives. Purple Line will help. I hope more serious give and take with project representatives with authority to answer.	My first choice, especially as to traffic lanes.	Worth trying, but no new construction	No	Not if this adds lanes	No tolls - unjust, won't reduce traffic	No	No	No	No	No	No, no new construction of lanes or barriers.	Worth a try during high congestion	Worth a try	No	No	Yes, more use of existing nail tracks/ trains	Yes, perhaps new construction Frederick --> DC	Worth exploring on existing roadways	Yes - using shoulder lanes, for example	More public transport options, better use of existing infrastructure	
8/7/2018	Dear Sir or Madame: Please except my comments on the reference study. I have been on Montgomery county resident for over 30 years and have committed by car to work in Washington DC one I 495 and I 270 during that entire time first from Silver Spring and then from Rockville. In both locations accessing public transportation from my residence involved a half to 3/4 mile walk taking a bus to the subway and changing on the subway at Metro Center. While I would have preferred to take public transportation to work The time and expense involved particularly the additional time when compared to driving did not make that feasible. I currently live in Rockshire neighborhood in Rockville which is proximate to I 270. I attended the public meeting on July 25 in Bethesda where the 17 alternatives were briefly explained the MDOT managers providing the briefing did all they could to structure the public interaction in such a way that they were immune from answering questions in person or having positive or negative criticism directed to them in person and on: The options they were setting out for discussion, why the study is being fast tracked, why the options were this proportionately automated of centric, or the manner of proceeding. The audience was directed to express their questions and concerns to technical specialist and small groups as opposed to decision-makers and I publicly transparent and interactive way. The technical specialist were informed, polite, and did what they could to answer questions and receive credit. However, a central focus of the briefing and group discussions was the garner public opinion on the various options being presented. Unfortunately, a question that was critical to the majority of citizens in attendance was which alternatives were more likely to result in eminent domain proceedings involving their properties or construction plans outside of M.right of way that would devalue or degrade their living arrangements due to taking or proximity to unsightly nearby traffic, Illinois, and pollution. On this critical point, The technical specialist were as mom as the charts illustrating the alternative because it was too early to tell. Indeed, they could not offer a web address for a map that identified MDOT right of ways because one is only now being prepared. Suffice it to say that when a citizen is asked to express a preference for an alternative, which such key facts cannot even be tentatively suggest it, for a great many citizens that exercise will be an empty gesture. In the absence of such critical information, I can only state that I vehemently oppose any alternatives which, when realize, will result in the forest taking or any devaluation of my property located at XXXXXX. This property is where I have lived for over 20 years and where people move for the long-haul. The Washington Post, real estate, Rockshire is home for the long haul, A. Reinink (July 31,2015). In short, don't cast a chill on our blue heaven. It would be the bitterest of irony is, if, any having been prodded by a lack of feasible public transportation options to commute by car for my entire working life, those very same roads were the reason for taking or do you valuing the property for which I have worked so hard and in which I am well situated. The fact is that I diss favor my commute far less than the construction headaches and financial and lifestyle risk posed by this murky program a foregone expansion. I say expansion is for gone because, what honest examinations of alternative begins with the governor's proclamation of his administration's plan to add for new lanes to I 70? The FMV offer on the properties of those displays an otherwise impact it will be token payment, when one considers the disruption of their lives and I'm compensated incidental expenses. They always are. Most of all, however, it will all be pointless as the plan simply entices more automobiles onto ever expanding highways, at ever increasing costs, causing ever increasing population. The triple P approach may be an event fish it way for the administration to leave its mark on the transportation map without a trace of the states miscellaneous receipts, but the $40 prime time freight from Frederick to DC will leave most drivers unimpressed and better. Express bus service is exiting lanes, and reversable and contraflow options using existing highway space, will leave Maryland cleaner and more capable, especially if it is but stressed with the wagging tail afterthought among the alternatives, long-term improved rail transportation options. Of course, none of this will work without deeper and better local bus service. Marilyn should, at this juncture, only be considering low impact alternatives, as the arrival and development of self driving cars will likely render all that vary calculation and render a fast track triple p arrangement, costly eminent domain proceedings, and high construction outlays and untimely and self evident boondoggle. Mixed into this too is the externality of Amazon being in ties to the same area with tax forgiveness and little contemplation of what its presence means to the lives of those already living nearby with jobs they intend the key. The fact is that this administration seems intent on solving the areas problems on the back of lower Montgomery county redirecting school revenues, hacking a destructive glad path into the city from other counties through the area, and otherwise feathering it's political future with political contributions from the Private in triple p. It might be hard to tell from this communication, but I haven't always lived here. Are used to live and commute into the city in the New York City and Boston MSAs. Their public transportation options are more far ranging, accessible, and much less expensive even if I order. I watched my aunt lose her house to expanding highways one long island. It didn't make a dent. Look at LA. It has more highways then this area could muster in its wildest dreams. It's a mess. If you must, go to see their Hurley Boulevard and two lane I 270 if you are really concerned with automate of congestion and under built roads. What we have in Rockville and then Thursday is challenging but manageable if the alternative is is lost or do you value homes and compromise environmental sensitive areas. I should know, I've dealt with it and it's archetypal Commuting from every day, and have done so for the last 30 years.																					
8/12/2018	Of the various proposals presented at the meeting I would only favor adding additional lane in each direction on the beltway. There would be non-toll lanes and built by Maryland state highway, not P3. Much of the current congestion on the beltway could be eliminated by completing I 95 through the district as it was designed to do. Today no houses would have to be removed to do this as it could be done with a tunnel from the northern part of the beltway we're 95 now intersex it all the way to where it intersects the southern portion of the beltway. Will it be expensive, yes. We need it. It will never be cheaper than it is now. Can it be done technically, sure can. Does the government have the will to do it, that remains to be seen but my guess is no and not only for financial reasons. Where does all the traffic come from, other than the north south traffic. Much of it comes from people going to and coming from work. If more people were able to work closer to where they live or live closer to where they work, much of the travel would not be needed. What could make this happen? Changes and zoning that would allow places of work such as office buildings, shops etc. to be built in neighborhoods where people want to live. The old Baltimore was an example of this. People often lived only blocks from the mill or shop where they work and traveled by foot or local transportation to get to and from their jobs. As long as those of us that operate vehicles are taxed on every gallon of fuel we have purchased and continue to buy there should not be toll roads. One of the main reasons the interstate highway system was built in the first place was to get away from some of the tolls. The government told us that the interstate highway system would never be a toll road. Existing toll roads could not be part of the interstate system. Did the government lied to us? The problem I see with the current study and all the proposals made is that are limited to P3 and tolls. Nothing was mentioned on how the system will handle self driving vehicles or other motor changes that will be coming to our transportation systems in the next 10 to 20 years. Where is the thinking and planning for that? The main message I gathered from the presentation is that the state is trying to convince people the only way to go is new toll roads and P3 Construction. To me this is a very limited vision of what current and will need to be done with our system of vehicle transportation.																					
8/13/2018	Dear Sir it has been years, since I got a ladder briefing me about the status of this to 70 study and where you folks are! Are you still there – Mr. Anderson? Your last letter to me was 8/6/09 ! since then I got a letter. Since then, I got a letter about any suggestions on this problem of all of these accidents – wrecks along this section where I live mainly Jefferson Street to route 40 exit. No one has ever answered my question as to why traffic is permitted to zoom through here above and beyond the 65 mph speed limit. What is the city limit? These trucks – tractor trailers to Dash these awful motorcycles open up through here northbound and southbound lane's – the cars gone within a second. I said it before time and time again and I'll say it again speed is the copper it and going through city limits yet – – that's still the goal or not? Or is 270 and immune? You know, to be factual, I lived here almost 54 years and I've seen a lot out there on the roads, and continue to do so. What's more, for about 52 years I have mold and cared for the state plot of ground from my back fence to the edge of the road! That's approximately 25 feet X 75 feet with a bank. Then they installed a guard rail last year. Which leads me to my next question. Do you all have any jurisdiction over the state highway office up here at 5111 Buckeptown Pike, Frederick Md 21704 ? Since Burke Fisher retired from that office several years ago – this new guy in charge there is not doing his job – in my opinion. Along my side of this route 15 north – no one has touched the jungle and brush and growth next to me since last year. I wrote that office June 4, 2018 and told them I was afraid to go out there and mow. What I now mow is because of the wildlife that I experience coming in my yard last year. Plus, here I am, 83 years of age, mowing to straddle water laying in the ditch because they let the ditch beyond me grow with all that grows in order to mow the grass – we down. The run off from there highway – depending on the rain we get has come up to the bank 1–2 feet. I've even had to dig my own ditch for the water to flow through. If, I didn't feel so patriotic about my city, county, state, country, I would not push myself to do what I do. Am I asking the state too much? You need to light a fire under someone up here in Frederick. They do the median grass – but on this side we are the red headed step child I guess. Any news this office has on that I 270 model study I would appreciate. What The politicians and the newspaper people put in the local paper is not much, and then, questionable. Thank you for any and all help I do so much appreciate it. PS, am I still on your mailing list?																					
8/13/2018	In addition to comments inside, the Bethesda area and other roads are subject to extreme congestion because the traffic upcounty funnels solely to us. There needs to be an additional, northern bridge. Also, there are lots of new town centers where we live and work. This hub/spoke network, if expanded would still not address those new areas currently undeserved or not served. There needs to be better bus service between those areas and to metro stations. Governer Hogan's plan only through good money after bad and is retrogated, not a new way of thinking to meet new conditions and challenges.	To be cost effective, this should be tried as a test before passing with the additions, sequentially or in complement, with tranist in existing lanes, plus TDM,TSM more HOV, price managed lanes, etc. Adding more lanes/capacity can potentially make more people in less vehicles.	Should be imperative, but in existing lanes	Described above, adding lanes have been proven ineffective. Adding lanes should be of last effort, only after all else has failed. There are so many other tatics available before additional construction and expense should be added	Without widening, should be continued from 270 dow throgh the American Legion Bridge and only highway. This should not quire widening, and is a phased, resonable approach. I am against destroying established, successful streets with homes and neighborhoods	Try this without further construction for widening	NO NO NO! To much noise, air pollution , satuaration of quality of life. Adding more lanes is proven to only perpetuate the same condition of congestion and traffic!!	Try first througout network in existing ROW during peak traffic conditions.	Same as 7	Same as 7	Same as 7. We don't want to live where there's a mega highway that destroys our locals. You will ruin this region.	Again, too much ROW take and neighborhoods destroyed. Too much noise and pollution	Now you're talking!! But try to avoid, at all costs, destructure ROW condemnations	Same as 12a	People will hate you if you case $45. 00 commute	If tried, do during peak without taking ROW to widen	Rediculous! Besides the outrage destruction, we can't even maintain the heavy rail (metro) . We alreadt have put much more money into metro, and into rethinking metro bus and ride on that have better routes, roadways and dependability	Bad for same reason as above, But if possible and necessaary - do an existing row on roads	We don't know if these are worth it, when there are so many TSM factors that could improve existing systems. These proposed lanes are politically probated, even when there is little demand.	An excellent idea - on existing lanes, potentially just at peak. I drive these highways, working freelance, at other ties of the day besides peak, with little or not problem. Don't overinvest in this or any alternative.	Better transit is achieved by rethinking existing alternatives first. There are so many avenues available. Improve exisiting conditions without destruction.	
8/13/2018		Ths project is necessary. Rule this option out.	Added lanes are necessary	One lane not enough	One lane not enough	One lane not enough	This is great, but you need the revenue to support the project	It won't help the average single occupying commuter a great deal	Best Chice	This is a good choice	3rd best choice	No	No	No	Please no.. Traffic is constant in both directions	No	Only if in addition to option #8	No	No	No		

Date Received	Comment	Response Executed	Alternative 1 Input	Alternative 2 Input	Alternative 3 Input	Alternative 4 Input	Alternative 5 Input	Alternative 6 Input	Alternative 7 Input	Alternative 8 Input	Alternative 9 Input	Alternative 10 Input	Alternative 11 Input	Alternative 12A Input	Alternative 12B Input	Alternative 13A Input	Alternative 13B Input	Alternative 14A Input	Alternative 14B Input	Alternative 14C Input	Alternative 15 Input	General
8/16/2018	Dear Maryland, My name is XXXXXXX and I live in Rockville, Maryland. I am against the physical whitening of 270 in Rockville. I do support help in reducing congestion. This may involve additional public transportation and modifications to 270. I feel that 270 currently is not using it for footprint. Lanes could be increased by having lanes that switch directions or by removing the barrier for local lanes. I stand with Rockville town Council.																					
8/18/2018	Dear Maryland Department of transportation my name is XXXXXXX. I am XX years old. I live at at XXXXXXXXXXX in the Regents Square community. I moved to my house in the summer of 1976 and have lived here ever cents. The comments I am making below concerning the possible widening of Route 270 focus on its potential affect on my particular location in the community. I am, however, certain that my neighbors in the other Regent Square town houses have similar concerns about the options that the state is considering. I am also certain that the residents of the single family homes on the other side of Regent Square Drive have similar concerns about the options that most important for me, the court in which my home is located. Their only didn't lane and the huge wall that was erected along the east side of 270 significantly encroached And continue to encroach on this court. It would not be hard to imagine the significance of any further encroachment on the quality of my life and that of my fellow court members. Since the town houses are attached to each other on both sides of the court, it would appear that any act of eminent domain would affect all the houses and in habitants in this whore. There is no doubt that traffic problems on route 270 is daunting. Many of my Regent Square neighbors and I drive north and south of 270 with great frequency and appreciate the need to address the density and pace of traffic. Nevertheless, I believe that the planners who have been trained and work in this area of traffic concerns can exercise creativity as well as compassion to arrive at solutions that respect the lies of the Regent Square residents and the many other area Resident whose homes or businesses about 270 who lives could be severely impacted by widening of the eastern side of 270. Thank you for your consideration of my letter.																					
8/18/2018	1. Effect on personal residences 2. Effect on small businesses and community centers 3. Effectiveness of highway expansion	On the basis of a 2011 study by Lei Zhang, prof. of engineering at University of MD College Park, doing nothing would be better than expanding large highways 15 years down the road. ESTATON.	The options in this option use what is there already (12 lanes I-270 along Rockville) look viable	Will do nothing except destroy property	For just 4957 Marylanders don't seem to open HOV much, you are still taking property. For What?	Although rail has generated revenue from its Lexus Lanes, it has nowhere near covered its costs. And in fact, those lanes are largely needed and traffic volume all together is down 5.3% as people seek to use local roads	This wont do anything. Traffic is like amoeba- it expands to fit the space available. Waste of land.	I'm all for HOV, but Marylanders don't seem to want to carpool. I am NOT for any physical expansion though	Do it with the existing lanes on 270. You have six on each side to foot with	Lexus Lanes? Not helping congestion in VA. If you do this, use the 12 existing lanes on 270.	Again, I doubt these will work, but do it within the scope of the 12 lanes already there.	Don't understand this one	Might work, if safe	Might work, if safe	If you can do this without expanding footprint, go for it	Ditto to 13a	No	No, unfortunately Marylanders don't like public transportation	Public transportation not so popular in MD. Don't destroy neighborhoods for this one	This might work if it's run as well as the VRE in VA - cheap/free ample parking buses run frequently	Use what is there, at least for 270 in Rockville. It's already gigantic. Take the local lanes if you want , to add toll lanes. Consider making one lane dedicated to busses at rush hour. Leave the neighborhood alone. Look at the VRE system in VA.	
8/19/2018	Dear Ms. Chaplin: I am writing to comment on the fifteen Beltway widening alternatives, which members of your agency presented at a public meeting at Pyle Middle School on July 25, 2018. The numerous alternatives advanced there, it seemed to me, were designed to give the impression of an overwrought 1-495 and 1-270 system on the verge of total gridlock, and while there were many fine gradations of choice ava liable to expansion, only one of them allowed for the idea of no building. In consequence, the presentation created the illusion that the expansion was a done deal, and citizens should get on board and focus on the details. It is not particularly surprising that the State Highway Administration would formulate the issue in these terms. After all, the mission of SHA is the building and maintenance of the state roads. But it focuses on moving vehicles and ways to accommodate more of them, rather than on moving people. Adding lanes will only attract many more cars on them, and the problem will predictably persist, even worsen. Nobody disputes the serious traffic problem; but there are many more ways besides wider roads, which will result in enormously costly road construction and the destruction of hundreds of big trees and the bulldozing of many homes adjacent to the beltway. The SHA people answering questions at the end of the July 25 presentation (where NO questions were permitted!) allowed for alternatives, such as more bus lines and more frequent and improved service, and coordination with the metro (rail) system, but they were just thoughts, or afterthoughts, and certainly not incorporated in the formal presentation. Why not? Why not make them the centerpiece of the presentation? Why not study them? Given the self-interested SHA/mouth prefer to work with my elected representatives on several levels of government to oppose the expansion and come up with viable alternatives that are more cost- effective, least hurtful to the environment, and contribute to the greatest good to the greatest number of ordinary citizens in our region in the long run. Our political leaders seem ready to oppose the expansion if the upsurge of public opposition continues to grow, and they are in tune with urban planners, climate change and transit experts, and sociologists in dealing with our transportation problems. I believe the public opposition will derail the highway plans, but there is time for SHA and MDOT to get on board and plan creatively for the future transportation needs in this area. I hope you are moving in that direction too and, instead of being the problem, will try earnestly to be part of the solution we all want. Sincerely, XXXXXX																					
8/20/2018	Please see comments of alternatives 1 thru 15	No	No access for emergency vehicles not acceptable	No	No, will not be adequately enforced	This only is a short term solution. 14C is best.	No	Not secure. Not reliable.	Not economical. No.	No	No economical, not secure and not reliable	No	Can be done immediately with only short-term accomplishment of the project's requirements	Provides only short-term benefits	Is not an eagletarian as 12A, but is better than 12a because buses would continue on past stopped traffic. Start 13a after the right of ways for 14c are obtained. Not usable with vehicle fire	Is not as egalitarian as 12b. However it is better than 12b because buses would continue past stopped traffic. Start 13b after the right of ways for 14c as obtained	Is the 2nd step for most improvement of the region's LEVEL & LEGTO. 14a is second priority to 14c because it attracts long distance commuters with reliability, speed and quiet operation through the suburbs to employment centers.		Is the 1st step for most improvement of LEVEL&LEGTO. It attracts residents away from congesting th freeways to benefit regional and commercial traffic. In the event of an emergency and a freeway is closed because of a vehicle fire, residents have multiple routes to escape to vecity. It is the most environmentally friendly transport because of 14c's reliability. This choice satisfies the most project requirements.	Will not be accepted by the public	Start with 14c & 14a obtainment of right ways before starting 12a, 12b or 13a with 13b. Thank You.	
8/20/2018	- Expansion of 270 in Rockville - Limit 270 has 3 lanes to Frederick MD leave us alone	Great		One Lane Only																		
8/22/2018	To Whom It May Concern, Recently, we become aware of the Maryland Department of Transportation State Highway Administration (MDOT SHA) Managed lanes Study. Several meetings were held with DOT SHA employees to explain the Managed lane Study Report. We attended the two hour meeting on August 6, 2018, at the Rockville Senior Center in Rockville,Maryland. Many residents' questions were not answered. The report did not state that any other viable alternatives would be considered. There were some good points brought up at the meeting specifically that the problem with the traffic congestion is not in the Rockville area.Alternatives,such as reversible lanes should also be considered. My wife and I who are XX and XX years of age,have lived at XXXXXXXXXX for 40 years. It is a wonderful and well maintained condominium community. It would be devastating to many families in this community to have their homes taken by eminent domain. We strongly object to this widening of I-270 in this area. This plan would affect other Rockville neighborhoods near I-270 West End, Woodley Gardens,Regents Square,Rose Hill Falls,Rockshire and Falls Mead Community institutions,including Rockville Christian Church,First Baptist Church,Rockville Nursing Home,and the Rockville Senior Center. The Rockville Senior Center facility provides critical services to our senior population. Other hardships would occur such as making it impossible to sell our homes now with your announcement of this study. By announcing to the public that you could widen I-270 in this area you have lowered our property value/market value enough that the state could give us less money,and not enough to replace the residence we currently own. No one has even mentioned the emotional damage that you will cause to people that will be uprooted from their long time residences. We have seen a widening of I-270 in the past. We were told that it would correct the traffic problems and it did not. Why should we think that this new widening will now solve the problem? We ask that you consider these comments in your future decision making process and planning. Sincerely, (signed)																					
8/22/2018	Dear I-270 PI Office: I am writing against the taking of any land or homes in my Rockville Maryland community for the sake of widening I-270. My community includes Regents Square, Woodley Gardens, the Woodley Gardens Shopping Center and the Rockville Senior Center with its green space. See map attached. Progress and better traffic flow are fine using creative solutions such as reversible traffic lanes. INTEGRITY: I chose a smaller home in a lovely community in Rockville. Many others, including one of my siblings, chose to live much farther away to have a larger home; they accepted the commute. These are the choices we make. To later be deceived and uprooted communities closer in to town, lacks integrity. The taking of any of our homes, or the precious tiny shopping center, or the land around the Senior Center that is a joy to neighbors taking walks and chatting, would be destructive to the wonderful qualities in this jewel of a community in Rockville Maryland. Please do not do this. Sincerely, XXXXXX																					
8/23/2018	From: Robert DiSpirito, City of Rockville City Manager 111 Maryland Avenue, Rockville MD 20850 Dear Ms. Chaplin, In response to the MDOT public release of alternatives for the I495 I270 managed lanes study, I am following up on the Mayor and Council approved letter dated 5/14/18. As promised, city staff evaluated the alternatives, and on behalf of the city of Rockville, I am taking this opportunity to provide additional comments. I would like to start by thanking the project team for dexcuding recent public workshops including one for Regent's square community, a neighborhood immediately abutting I270. Many rockville communities are concerned about this project, and we appreciate your efforts to engage us throughout the process. As we stated in our prior letter, the City still supports transit as a means of addressing traffic congestion. The city of rockville is also open to considering highway alternatives such as modified, reversible or controlflow lanes and/or reconfiguring the local lanes as long as these lanes would be completely within the current I270 ROW. Specifically, we would strongly oppose an alternatives that would result in the taking of residents, businesses or city infrastructure. Additionally, we oppose any multi-parcel taking, elimination of sound walls, or any potential loss of city property to add lanes or widen I270 in either direction through the City of Rockville and the Regents Square area. Finally, we also would like to see ROUGH cost estimates for a worst-case scenario, hundreds of homes and many businesses could be taken, causing major financial and environmental damage to property owners and the city. The mayor and council will continue to stay actively engaged in the public input process to ensure that our residents and businesses share their ideas for solutions, and are protected from negative impacts. WE ask that you give every possible consideration to our comments and concerns. Sincerely, (signed) Robert DiSpirito City Manager																					
8/23/2018	adding lanes is the wrong answer. We will closely follow the decision-making timeline. Why can't we more closly model mass transportation solutions that have succeeded in Paris and Tokyo metro areas. Alsd what about MVC? Listing the addition of lanes as a plausible alternative exposing myopic leadership- must be changed. Move away from 1950s mentality.			No- this is 1950's solution to 21st century demographic problem. Mass transport is better.			no- this is 1950's solution to 1950's problem								No- no expansion		no- no expansion		yes. Eg: Paris, Tokyo...	Yes, long overfue		get vehicles off the road	get vehicles off the road	
8/24/2018	Light cycle (traffic) are too long. They could be cut in half (Montgomery Co). Enforce the use of directionals. The left lane is for passing not cursing. Enforce tailgating laws. ENFORCE Phone USE LAWS. Also consider taking the tolls off of 200 to relieve traffic on 495. on days with extreme traffic, open the HOV lanes. Expanding 270 South is a waste of time until 495 can move.																					
8/24/2018	How is one to respond if one does not know how one's neighborhood will be affected?	YES	What is this? Website doesn't explain to lay person unfamiliar with terms.	Takes neighborhood land. How much? Where?	Can't police without causing more problems?		Can't police without causing more problems?				6 lanes per direction		disaster- some fool can't figure out signs. Confusion guaranteed. See stats for Colesville Rd south of Sligo Creek	disaster- some fool can't figure out signs. Confusion guaranteed. See stats for Colesville Rd south of Sligo Creek	Rich man's lane- discrimination	Rich man's lane- discrimination	Where?	Where?	Where?	Needs one more lane, more land/property	Where are the entrance/exit lanes? Should be on diagrams?	
8/25/2018	I believe the problem of highway congestion is partly a problem of housing affordability. Jobs are concentrated in Washington DC. People move further away to obtain lower priced housing. An important part of the solution goes beyond the mandate of the DOT. I call for a multi-dept. approach to this problem that gets us closer to significant improvements. A roads-only approach will result in the pinch points just getting moved further south.	concentrate on affordable housing															does allow for further out housing development without adding traffic congestions	does allow for further out housing development without adding traffic congestions	dedicated bus lanes have possibilities by adding select buses that carry more people efficiently			
8/27/2018	I am a concerned resident of Rockville on the issue of the proposed widening of I-270 to relieve congestion. I recall that the previous widening of I-270 through Rockville, which is now 12 lanes was supposed to relieve congestion for many years. However, traffic quickly took advantage of the widening as a preferred route and congestion returned rather quickly. The physical widening of I-270 would cause extended disruption due to construction and more importantly, permanent harm to the neighborhoods bordering I-270 for what appears to be short term relief of traffic congestion. I am firmly opposed to the physical widening of I-270 through Rockville and the taking of private residential and commercial property by eminent domain to accomplish some of the proposals for relieving highway congestion on I-270. Better options to the physical widening of I-270, which includes reversible lanes to take advantage of the opposing traffic flow during morning and evening rush hours, etc., along with a better rapid transit/bus option along I-270 and 495, should be seriously considered. I am writing to provide comment on plans to possibly widen I-270.																					
8/27/2018	I am a resident and homeowner in the Woodley Gardens neighborhood of Rockville. Specifically, I live on XXXXXXXX, which directly abuts I-270. The retaining wall for I-270 is in my backyard. I recently learned of the plans to widen I-270, which could directly impact my family, my home and my neighborhood in an extremely detrimental way. I purchased the home in early 2014 with the intention of staying in it for at least 20 years. My family includes my partner, our two daughters - ages XX and XXXX - and my retired mother. This house was perfect for us for multiple reasons - the proximity to the Rockville Senior Center for my mother, the school district for my daughters, the family-friendliness and walkability of the neighborhood, along with its many sidewalks. I have grown to love this neighborhood and had hoped to stay here for many years. We were lucky to be able to purchase the home, as home prices are extremely high in the area, especially in good school districts. We were only able to afford it because it was right next to I-270. If we were to move, it would be difficult for us find something comparable within our budget. Obviously, on a personal level, these plans would be directly harmful to my family and me. However, even if the plan did not affect us personally. I would still be against the widening of I-270 as a solution to congestion. I urge you to consider alternatives to widening the freeway, such as investing in mass transit, coming up with solutions using existing lanes (e.g. reversible lanes), etc., rather than taking the drastic step of uprooting families and disrupting communities. Thank you for this opportunity to comment. I intend to stay engaged on this issue and plan on organizing my neighborhoods so that our voices can be heard.																					
8/27/2018	I am writing to express support for the widening of I-270 and I-495 in the Rockville area. Some years back, I-270 was widened beyond what anyone thought possible, adding more lanes then I thought could be added. The construction was terrible, but the end result has solved though that other construction never wants to do it again. Yet, all of those lanes are now full and your answer is to do the same thing all over again and expect a better outcome. Frankly, we cannot widen our way out of this problem. The problem is the movement of people between their homes and their work, yet the solutions are not about moving people, but about moving cars. Making more lanes will just draw more cars to use these lanes. The solution is to come up with people-moving solutions. Carpool-only lanes (with enforcement), bus lanes or maybe light rail. Something as simple as beefing up the MARC Rail would go a long way, with more trains running more often and lowering the ticket prices. As expensive as some of these might be, they cannot cost as much as widening the existing roads. On top of all of these issues, the widening of the road will destroy people's homes, offices and shopping. We personally would lose our dentist and our favorite Chinese restaurant. Please do not keep making the same errors over & over again.																					
8/27/2018	I strongly oppose the widening of I-270 of Rockville. We have lived at our home in West End for 52 years, and know how the widening would devastate our neighborhood.																					
8/27/2018	As a 30 year resident of Woodley Gardens, I strongly urge you not to negatively impact our neighborhood by physically widening I-270 through Rockville, MD. Doing so will destroy an established neighborhood and cause severe trauma to the residents, many of whom are elderly, who would find it impossible to recover their quality of life. Other alternatives such as reversible lanes that do not involve the taking of property are much more feasible both financially and environmentally.																					
8/27/2018	Thank you for this opportunity to give you my comments about MDOT Managed Lanes Study & Workshop. Sorry to say, when I asked MDOT Representative about sustainability for any one of Workshop's 19 individual Alternatives, I did not get an answer. Having the public pick as many Alternatives as we like in a return fishbout for public input was disappointing. The 19 Alternatives were developed from the 2045 Update to the region's three States, not only Montgomery County. For this Study to have serious value & a successful transportation strategy, it is essential that you broaden the scope of study to alleviate traffic gridlock along the full length of both 495 & 270. Dividing transportation remedies between multiple-choice roads widening options & multiple-choice transit: rail versus bus system options, appears very out of date & is counter-productive to achieving the goal of transit connectivity in the Purpose and Needs. Do you recognize modern advances for unscrambling 495 & 270 junction source to study regional strategies? Do you regard the public's best interest for our quality of life answers? From my understanding, if MDOT & SHA combined mass transit concepts with modest road improvements as one of 495 & 270 Study Alternatives, you could boost traffic flow efficiency. Do not forget there are regional transportation experts, who evaluated modern mass transit & limited-road improvements and found enhanced sustainable transportation strategies. Are you aware of regions where the DOT/SHAs got together with other regional DOT to combine modern mass transit benefits along with modest roads improvement concepts? Whose results provided sustainable regional transportation strategies with desirable outcomes similar to this junction? MDOT SHA & DC DOT are working on a Bi-State Study to connect Maryland's growing communities, traffic flow & commuters to move people out of cars during peak hours. You could pursue regional concepts for sustainability along the length of both corridors. MDOT Structure shows a Purpose & Needs goal to improve multi-modal connectivity by enhancing access to existing & planned transit. It defies logic that this Study Team would remain focused on each individual Alternative for all 19 listed (road or transit). Road improvements alone cannot keep pace with a regional traffic source. A modern mass transit system along 270 is an example of planning to persuade drivers to leave their cars behind.Bgat about during peak commute hours, from proposed development in Bautside Montgomery County. Preparing a regional transportation plan based on having studied combinations of Alternatives (less road widening that utilizes modern mass transit system & services), has provided in many cases highest & best results for other region's gridlock problems that supports traffic flow sustainability and fast modern transit services. The Purpose and Needs' statement: " Improving multi-modal connectivity by enhancing access to existing and planned transit" appears pointless without embracing modern regional mass transit systems & services. DOT from MD, VA, DC & regional transportation experts working on a regional transit & road concepts could fulfill goals of multi-modal connectivity for mass transit that incorporates modest road improvements. This strategy may be more cost effective, less harmful to the environment, and contribute to the greatest good to the greatest number of ordinary citizens in our region in the long run. Our political leaders seem ready to oppose the expansion if the upsurge of public opposition continues to grow, and they are in tune with urban planners, climate change and transit experts, and sociologists in dealing with our transportation problems. I believe the public opposition will derail the highway plans, but there is time for SHA and MDOT to get on board and plan creatively for the future transportation needs in this area. I hope you are moving in that direction too and, instead of being the problem, will try earnestly to be part of the solution we all want. Sincerely, XXXXXX You may contact me at your convenience either at XXXXXXXX or by email at XXXXXXXXXXX.																					
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8/27/2018	I am oppose the widening of I-270 in the Rockville area. We have lived at our home in West End for 50 years, and realize the devastation the widening would cause our neighborhood.																					
8/27/2018	In regards to the possible Physical Widening of I-270, I am definitely against it. My answer is No. Please find another way.																					
8/27/2018	The current proposal for I-495 & I-270 Managed Lanes should be withdrawn as it causes too much harm for the amount of good that might come about. The Traffic Study should be redone after the Inter-County Connector and Purple Line project were completed. I don't want that guilt. The first rule is "first, do no harm." The current proposal is loaded with harm. Stop it. Thanks.																					
8/27/2018	I have recently learned of the possible physical widening of I-270 as part of the State's "I-495 & I-270 P3 Program" to relieve congestion. I understand that more than 200 Rockville homes bordering I-270 could be taken by the State through eminent domain. Many other homes, such as mine in Rockville's West End, would be greatly impacted. I am deeply opposed to the proposed widening. The cost of doing the designs, land acquisition, resettlement, environmental impact studies and finally the construction itself will be astronomical, at a time when budget resources are already stretched. Socially, I-270 already divides Rockville in half, and the additional lanes will further divide the city. Julius West MS, which was just recently renovated and expanded, and the Rockville Senior Center would have to be moved as well as a beautiful neighborhood park. Increased noise, vibration and vehicle emissions and aggravate air pollution, causing more acute suffering for already sensitive groups. Moving higher traffic volumes closer to Rockville's downtown would increase traffic accidents in an area where pedestrian and bike travel are high. The construction will lower property values for houses like mine that are already so close to I-270 that we hear trucks changing gears and emergency vehicles' sirens constantly. Taking away businesses and housing and reducing the value of the remaining housing stock close to I-270 would reduce tax revenues for the City. As anyone who lives in Maryland knows, we have seen exceptionally heavy rains this year likely due to climate change. We have to expect - and plan for - weather-related impacts to worsen as time goes on, and in ways we cannot predict. In order to accommodate increased rainfall, we need LESS impermeable area, not more. Adding pavement will increase the rain loads to our drainage system and harm sensitive local watersheds leading to the Chesapeake Bay. This is exactly the wrong direction to take. Another option being considered in Annapolis for the Beltway and I-270 is adding toll lanes, aka "Lexus Lanes". Yesterday I read an article stating "Fewer drivers are using the high-priced toll lanes on the Virginia Beltway . . . and heavy financial losses plague the project." The owner, Transurban, issued its financial report for the fiscal year ending on June 30th, reporting that these facilities continue to lose money and the number of drivers they attract has stopped growing. Toll revenue on the Beltway isn't enough to cover operating costs and interest, let alone pay back the principal on the debt. One can only conclude that toll lanes are not a viable option; Maryland must avoid this mistake. I, for one, refuse to pay tolls for the Inner County Connector and for travel in northern Virginia. The costs of this project from the financial, environmental and social perspectives are excessive and unacceptable. I work on infrastructure projects in East Asia at the World Bank, and I know there are lower cost alternatives to be applied. These include (a) using reversible lanes in rush hour like on Connecticut Avenue in D.C.; (b) expanding rail service between Frederick and Washington, (c) designating dedicated bus lanes and using natural gas or electric powered buses to reduce the number of single-occupancy vehicles and their related emissions, and (d) incentivizing drivers to carpool more, and to telework more often and closer to home. Future traffic growth impacts can and must be managed without resorting to more construction. With careful planning and wise policy choices, we can facilitate economic growth in a fiscally responsible way without sacrificing our high quality of life.																					
8/27/2018	My name is XXXXX . I live and vote in Rockville, MD. I understand that there are many options on the table for improving traffic on 497/270. I support improvement to the congestion in this area. I am hoping that you will chose to improve congestion through improvement in our public transportation system and through the "best" use of our current 270 footprint. I am against the physical widening of 270 in Rockville. I improvements could be made on the use of the current footprint. This might include removing local lanes (which involve barriers and extra space) to allow additional lanes and/or having lanes that switch direction with traffic flow. Thank you for your consideration of my opinion.																					
8/27/2018	I am writing to address the issue of the proposed widening of I-270, I am opposed to this action that involves any physical widening, but am open to the progress needing to be made with other innovative approaches that do not expand the physical footprint of I-270 in Rockville. Rockville east is where I live and at the time of moving here we were informed by the realtor, and then by the block captain of the now 17 years efforts by the neighborhood of the West End Community Association that a sound wall would be installed to alleviate the already extreme levels of traffic sound coming from the I-270 highway. That effort was underway for at least 8 years before our arrival, and has reached the approval stage as a collaboration between the city and the State, both being on board. Physical widening will not only damage the neighborhood upon eminent domain taking people's properties, but also will drastically reduce the property values of those remaining houses closer to an even wider, noisier Highway. An added problem would be environmental impact with what will be a much greater surface area of impervious surfaces located from Gude Drive in a valley to the south, declining to a low point near Rte. 28 that will lead to water runoff issues. I recommend what has been successfully done for traffic congestion situations like this in VA, with the I-395 Shirley Highway: reversible lanes. After keeping the physical footprint, the State can still bring us the promised sound wall barrier on east side of I-270 at last it that has already been in the plans for 17 years with regular discussions between the city of Rockville and State Highway Administration.																					
8/27/2018	I am in favor of current efforts to ease congestion on 1-270. However,I write to strongly oppose the Department of Transportation's current proposals/plans numbered six (6) through eleven (11).Any of these would widen 1-270 in Rockville by taking (destroying) more than 200 private homes in roughly (10) communities nearest the highway. Proposalnumbers 3,4,and 14 appear to be more acceptable if they could be implemented without the removal of private homes through eminent domain. Thank you for your attention to this urgent matter. (Signed)																					
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8/27/2018	The City Council respectfully opposes the proposed widening of the Capital Beltway (I-495) and the Baltimore-Washington Parkway (MD 295). While road widening often provides short-term congestion relief, studies have shown that in the long-term similar projects lead to more driving, trips, and sprawl. The 2012 Baltimore-Washington Parkway Feasibility Study concluded that additional lanes would accommodate more traffic, but also create more demand that would lead to similar levels of congestion to the pre-widening level. Additionally, the Council is very concerned about the negative environmental impacts these widening projects would have, as well as the damage to neighborhoods adjacent to the roads. The Baltimore-Washington Parkway is an historic treasure and should not be further degraded. The City Council applauds your support for the Purple Line and for dedicated funding for our regions transit system. We respectfully request your administration to increase investment in the MARC Train and other mass-transit systems, as well as transit-oriented development as long-term solutions that create sustainable, healthy, and vibrant communities and economies.																					

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8/27/2018	I am writing to state my opposition to the physical widening to I-270 through Rockville. I agree that Montgomery traffic is bad and getting worse but I do not believe moving the highway outside its current footprint makes sense. As a long time Rockville resident, I remember the last time the highway was upgraded. The benefits were short lived as drivers shifted to the new roadway clogging up the new road in no time at all. While the reduction in traffic congestion would be temporary, the harm to neighboring communities would be permanent. Schools, homes, shopping centers, parks, local streets and a sense of community would all be lost or damaged by a wider I-270. Rockville would be divided by a concrete canyon that would make walking and biking from east to west and west to east even harder. I believe it is wiser to spend public resources on alternate modes of transportation. Contributing more to rebuild the Red Line would be a good place to start. I know many people who have abandoned the Metro for their cars because of unreliable and reduced service. I used to ride the Red Line every work day and now take alternatives whenever possible. I read that putting reversible lanes inside the current sound wall is being considered and believe that could also be a good option. I ask you to oppose the physical expansion of I-270 and to work toward to reducing traffic congestion through a mix of other roadway improvements and mass transit options. Spending money to widen I-270 outside its current footprint is just not a good use of taxpayer dollars.																					
8/27/2018	As a longtime resident of Rockville, I oppose physically widening the footprint of I-270 through Rockville. I believe that physically widening the footprint of I-270 through Rockville will negatively impact the communities next to the highway. Next to the highway on Carnation Drive is the Rockville Senior Center. The Senior Center provides programs for seniors, as well as outdoor fields and playing areas. As a kid, I grew up playing in the area surrounding the Senior Center and going to the Senior Center for various community events. Any impact to the Senior Center, or to the roads that provide access to the Senior Center, will cause more traffic in the neighborhoods surrounding the Senior Center and will make it more difficult for community members to access community resources. In addition, the physically widening of I-270 will negatively impact community life in Rockville. On Nelson Street, the Woodley Gardens Shopping Center has shops that provide pizza, ice cream, Chinese food, laundry services, a dentist, and a bank, to name a few. The shopping center is a hub for the local community. In the summer, the shopping center is crowded well into the evening with families and community members enjoying the restaurants. If I-270 is physically widened, it will deprive a community of its local community gathering place. In addition on Nelson Street, there are a cluster of baseball fields, tennis courts, a stream, basketball courts, and a pavilion. These areas are frequently used by local sports teams for practice and by community members for recreational activities. If I-270 is physically widened, this area will be disrupted and will not be able to provide the same level of enjoyment to the park goers. I believe that there are alternatives to physically widening the footprint of I-270. More lanes could be built within the current confines of the I-270 walls. Reversible lanes could be put in place. There should be ways to improve the traffic on I-270 without disrupting the neighborhoods that lie near it. In addition, I believe that the best way to improve traffic in the Washington, DC area is to improve public transportation. I believe that the money that would be spent on physically widening I-270 could be better used on improving public transportation – if the Metro actually ran properly, didn't catch on fire, and had more regular service, more people would be inclined to ride it and there would be less traffic on I-270. I oppose any improvements to I-270 that are within the existing footprint. I oppose a plan that physically widens the footprint of I-270. I believe that this will unnecessarily disrupt the neighborhoods adjacent to I-270 and is not the best use of the state's resources.																					
8/27/2018	Please do not widen 270 in Rockville. It would be incredibly expensive and would not alleviate the traffic problem. Also, more than 200 Rockville families could lose their homes. I live very near 270 and could not sell my home as long as this plan is being considered. Perhaps 270 north of Germantown may make sense but not in Rockville. The long term solution to the traffic problem involves creative and innovative ways to use public transportation instead of relying on more and more cars. I urge you to listen to the citizens of Rockville before you make any decisions. Do not widen 270 in Rockville.																					
8/27/2018	As a long time, permanent resident of Rockville I am writing to express concerns in regarding to the "I-495 & I-270 P3 Program" traffic proposals that were presented at recent public meetings. It is undeniable that the extreme traffic congestion on I-270 during the morning and the evening commuting periods needs to be relieved. As your studies have documented, in the morning I-270 inbound lanes look like a parking lot, while a moderate level of outbound traffic is moving along unimpeded in the opposite direction at a reasonable pace. This inbound/outbound scenario is dramatically reversed during the afternoon commute. Between these two periods, however, the currently existing 12 lanes are quite adequate to keep traffic moving efficiently. I believe that the "Phase 1 Improvements" and the "Transit Scoreflow" shown in slide #33 and #35 during the public presentation, seem to adequately address the need to efficiently enhance I-270 capacity during commuting hours. Physical widening of I-270 to facilitate commuting is thus not necessary and would only serve to degrade established neighborhoods, destroy many homes and houses, and generally deteriorate the desirability of living in our currently thriving Rockville community. I know about traveling daily from home to my job at the NIH in Bethesda and appreciate that Maryland state support for dedicated Metro funding and for development of Bus Rapid Transit on Rt. 355 (nearly paralleling I-270 in Rockville) which should also contribute to relieving commuting angst. I-270 traffic flow and commuter's needs can be addressed without disrupting our city. Thank you for sharing these proposals and providing the opportunity for citizen response.																					
8/27/2018	I have recently learned of a proposal to physically widen I-270 as part of the State's "I-495 & I-270 P3 Program". I understand that more than 200 Rockville homes bordering I-270 could be taken by the State through eminent domain. Many other homes would be greatly impacted. I am deeply opposed to the proposed widening. The cost of doing the design, land acquisition, environmental impact studies and construction itself will be astronomical, at a time when budget resources are already stretched. Further, I-270 already divides Rockville in half, and the additional lanes will further divide the city. Julius West Middle School, which was recently renovated and expanded, and the Rockville Senior Center would have to be moved, as well as a number of businesses. The additional traffic would increase vehicle emissions and aggravate air pollution, causing more acute suffering for already sensitive groups. Moving higher traffic volumes closer to Rockville's downtown would increase traffic accidents in an area where pedestrian and bike travel are high. The construction will lower property values throughout the area scheduled to be widened and have severe adverse consequences for residents during construction. Eliminating businesses and housing and reducing the value of the remaining housing stock close to I-270 would reduce tax revenues for the City and State and discourage economic development in the affected areas. As anyone who lives in Maryland knows, we have seen exceptionally heavy rains this year likely due to climate change. We have to expect - and plan for - weather-related impacts to worsen as time goes on, and in ways we cannot predict. In order to accommodate increased rainfall, we need LESS impermeable area, not more. Adding pavement will increase the rain loads to our drainage system and harm sensitive local watersheds leading to the Chesapeake Bay. This is exactly the wrong direction to take. It must also be noted that road-widening projects intended to reduce congestion generally fail to achieve their intended objectives. There have been numerous empirical studies that have concluded, counterintuitively, that road-widening projects actually increase congestion through a phenomenon known as induced demand, in which wider roads actually attract traffic and increase vehicle miles traveled. Another option being considered in Annapolis for the Beltway and I-270 is adding toll lanes, aka "Lexus Lanes". This option is also problematic, although somewhat less so than the road-widening proposal. However, it must be noted that such projects rarely live up to the economic potential touted by their developers. For example, in Northern Virginia, Transurban, is reporting that its toll lanes continue to lose money and the number of drivers they attract has stopped growing. Toll revenue on the Beltway isn't enough to cover operating costs and interest, let alone pay back the principal on the debt. One can only conclude that toll lanes are not a viable option; Maryland must avoid this mistake. I, for one, refuse to pay tolls for the "privilege" of driving on roads I already paid for with my taxes. Furthermore, toll lanes are inherently inequitable, favoring affluent drivers over middle- and low-income commuters. Implemented before any action to widen these roads should even be considered. These include (a) using reversible lanes in rush hour like on Connecticut Avenue in D.C., (b) expanding rail service between Frederick and Washington, (c) designating dedicated bus rapid transit lanes using natural gas or electric powered buses to reduce the number of single-occupancy vehicles and their related emissions, (d) incentivizing drivers to carpool more, and to telework more often and closer to home, and (e) continued and expanded emphasis on "smart growth" development close to urban transit centers, along with a concurrent de-emphasis on suburban sprawl. Future traffic growth impacts can and must be managed without resorting to more road construction. Indeed, additional road construction would be the height of environmental, economic and social irresponsibility.																					
8/27/2018	In regards to proposed widening of I-495 & I-270 Managed Lane Study, I urge the state to consider other solutions as well mass transit. Widening I-270 thru Rockville will not solve any traffic issue, only make it a bigger parking lot, and at a steep cost to us that would be impacted by this. Develop a high speed train with limited stops from Frederick, from where most of rush hour traffic come from, that could run to Silver Spring allowing commuters to change to busses or metro for other destinations. Increasing the width of I-270 would in essence uproot many residence and businesses, thus city, state and county would lose tax revenues as many of us could not afford to live/stay in Rockville should our property be displaced by eminent domain! Widening of I-270 thru Rockville would necessitate loss of green space, loss of big trees that are critical to our environment. Trees provide shade from sun, help blocking some of current road noise and also clean our air. We live in a modest neighborhood, there are many seniors also living here as well, and a nursing home. The widening of I-270 would severely affect us and our neighbors, most likely forcing many of us to leave Rockville. Thank you for' considering my comments.																					
8/27/2018																					Need to evaluate impact of shared ride and autonomous vehicle in future as it may effect the alternatives selection stresses
8/27/2018	I reject the State's proposal to widen I-270 to avoid traffic congestion in Rockville. The impact on the adjoining areas is devastating. This is unnecessary. There are alternatives. For example: During prescribed hours when traffic is heavy, all lanes would be committed to accommodate the increased flow. For example: During 5:00 am and 9:00 am all lanes of I-270 would be directed south. During 5:00 pm and 9:00 pm all lanes would be directed north. I feel confict that a total evolution of reversible lanes would be the best solution																					
8/27/2018	I am writing in opposition to the widening of I-270 in the City of Rockville. With regard to the widening of I-495 in Montgomery County, I am opposed to the project because I do not believe that it will help with the problem of traffic congestion in the long run. My key opposition of the widening of I-270 in Rockville I have several points to raise: 1) In our immediate neighborhood of Woodley Gardens we will lose between ten and twelve homes along with our neighbors. There will also be a loss of townhome condos and a loss of commercial property. 2) There will also be a significant loss of sound buffer in our neighborhood. The noise created by I-270 is already substantial but an increase in the noise will be very disruptive. 3) Ultimately the loss of these residences and commercial property along with the increase in the noise levels will diminish the value of homes in our neighborhood. Ultimately there will also be a loss in tax revenues. SHA has been tasked with improving traffic congestion in Montgomery County by elected officials who are responding to demands of voters and residents. Asking SHA to address these complex problems suggests that the most effective correction to traffic congestion is to add more highway capacity. Unfortunately, as noted in the Traffic Congestion and Investment Study, the fact that widening highway does not solve the problems of traffic congestion (see end of Jim Hatcher). Building more and wider highways is simply an invitation to fill those roads with more vehicles from greater distances away in a fairly short time. Furthermore, the project suggested would create greater delays over the short term during their constructions which will likely take a number of years to complete. More importantly, as we have seen over the last twenty years, technological advances might make the widening and its cost a waste of resources. Autonomous vehicles are likely to be on the roads in greater numbers in five years. Their size and functionality will dramatically affect the flow of traffic and could relieve much of the current congestion on I-270. It's possible that the current twelve lanes would be adequate to handle the traffic without the need for widening. Finally, I-270's congestion exists for approximately six to eight hours during week days. Enforcing HOV restrictions by electronic means with photo enforcement similar to speed cameras would make the HOV lanes more efficient. Possibly creating another HOV lane might also be helpful. Think about the Bay Bridge's use of opposite lane HOV restrictions during rush hour. The HOV restrictions could be enforced by electronic means. Another option would be to create reversible lanes within the current confines of the I-270 walls. Reversible lanes could be put in place. Reversible lanes could be put in place. There should be ways to improve the traffic on I-270 without disrupting the neighborhoods that lie near it. Reversible lanes could be put in place. There should be ways to improve the traffic on I-270 without disrupting the neighborhoods that lie near it. Ultimately, I believe that the best way to improve traffic in the Washington, DC area is to improve public transportation. I believe that the money that would be spent on physically widening I-270 could be better used on improving public transportation – if the Metro actually ran properly, didn't catch on fire, and had more regular service, more people would be inclined to ride it and there would be less traffic on I-270. I oppose any improvements to I-270 that are within the existing footprint. I oppose a plan that physically widens the footprint of I-270. I believe that this will unnecessarily disrupt the neighborhoods adjacent to I-270 and is not the best use of the state's resources.																					
8/27/2018	I reject the State's proposal to widen I-270 to avoid traffic congestion. I am writing to oppose the widening of I-270 in Rockville. To destroy all these homes in this large development would be severely harmful to my neighborhood. As an elderly resident of our home of over 50 years (along with many other elderly senior citizens in Rockville), this would be a hardship for us all. The services we need and use are extremely vital to our well-being. To mention some are: Senior Center, churches, food and drug stores, banks, small convenient strip mall on Nelson St., fire department, post office, library, schools, 10 minute drive to Montgomery College. As a tax-paying citizen please consider my opinion very seriously. P.S. I am XX years, my husband is XX and legally blind. I am sole driver and need services that are nearby my home.																					
8/27/2018	The screening criteria listed (Engineering Considerations, Homeland Security, Movement of Goods and Services, Financial Viability, Multi-modal Connectivity, and Environmental) left out a major consideration: Would the alternative disrupt and/or destroy homes, neighborhoods, or entire communities, including the businesses they support? Not including this in the considerations is very telling. It speaks to the low regard given to the effects on the people and their homes that lie in the path of proposed expansion of roadway. I suggest that those involved in the Managed Lanes Study take a walk through the neighborhoods that will be most affected by the project and use first-hand what is at stake. Talk to the people you meet along the way and hear what they think of the possibility that their beloved neighborhoods, schools, parks, and businesses might be leveled for the sake of a project that may turn out to be the "biggest boondoggle" in the country as described by the U.S. Public Interest Research Group. A professor at the University of Maryland, Lei Zhang, began a study in Oregon in 2015 which showed that highway expansion is not successful in relieving traffic congestion in the long term. An investigation by the Oregon Transportation Research and Education Consortium found that projects designed to expand freeway capacity can actually make congestion problems worse - by creating more traffic instead of reducing delays. Any proposal which does not involve expanding the "footprint" of existing roadways would be a much more sensible and logical approach in that it may accomplish the desired outcome without subjecting the people of the State of Maryland to unnecessary costs, noise, pollution, destruction of personal property, loss of community, and stress (which may in itself lead to inestimable physical and emotional problems among the people whose lives will be disrupted or uprooted.																					
8/27/2018	I am writing to you as President of the Board of Directors of The Promenade, a cooperative community with over 1000 units. The property includes two high rise apartment buildings located at 5225 Pooks Hill Road, Bethesda, Maryland. The Promenade overlooks I-495 and is adjacent to the east span of I-270 and MD 355. While the location is superb for getting anywhere in the Washington DC metropolitan area and beyond it is also a major source of noise and pollution to our residents. We understand the need for improved traffic flow but we are mindful of the impact on those who live here. In addition to the environmental impact from these major highways I would also point out that the Red Line of WMATA surfaces immediately adjacent to the Promenade property and is also a source of noise. Many of our residents attended the public workshop at Pyle Middle School last week. We understand that there are 13 proposals under consideration at this time. Many of those proposals include widening the roads by one or two lanes plus an additional 4-8 feet of buffer zones. Widening that portion of I-495 next to the Promenade would have a disastrous environmental impact on our residents. At present, the Promenade's property line is only 84' from the interstate. The additional noise and pollution to that we currently experience is unacceptable. We therefore urge MDOT not to widen the lanes of I-495 that run next to and parallel to The Promenade. Thank you for your consideration.																					
8/27/2018	In reading and understanding that your proposal to alleviate traffic on I495/I270 was to physically widening I270, I was horrified to think of the effect on my neighborhood as well as all the neighborhoods along the I-270 corridor. As well as, businesses and the Senior Center which is a vital part of the community. The Senior Center is the primary source of the Rockville senior citizens in the Rockville area. The shopping center has been a gathering place for many around. It has worked its way from an almost empty parking lot to one which is now filled with cars almost all day. Along with the addition of the influx of so many additional cars and trucks at high speeds, the quality of air and noise levels would be adversely affected. Have studies been done to determine this effect? In the over fifty-five years I have lived in my house in Woodley Gardens, I have seen many changes. One of these was the first widening of I-270. This gave only a limited decrease in backups, especially during rush hours. It wasn't long before the traffic was slowed down and backed up again. This was bound to happen and would soon happen again. The amount of money proposed for this amount of this physically widening from 12 to 16 Lanes is out of reason. There are other alternatives for helping congestion which would make more sense. There are two rail lines that can be modified for better use. Metro could be extended or used in conjunction with an extension of the MARC line to Frederick. There is also a possibility of a high-speed bus line with limited stops. Please delete the alternative of physically widening I-270 to 16 lanes.																					
8/27/2018	We are writing to tell you that we are adamantly opposed to the proposed plan to widen I-270 in Rockville. I-270 currently has 12 lanes of traffic in Rockville. We have been doing a little research and discovered that traffic engineers should understand the concepts of induced demand and Braess's Paradox. Both of these concepts explain that adding lanes to a highway actually makes traffic worse. For example, this occurred when I-405 was widened in Los Angeles. Therefore, adding lanes to I-270 would be incredibly expensive, would destroy natural habitats, peoples' homes and neighborhoods and would result in more cars on the road and increased congestion. It would be a terrible mistake to widen I-270 in Rockville. 70 years ago when the highway system was in the process of being developed, people thought that building bigger roads would make traffic flow faster. In 2018, we must develop creative, innovative ways to encourage people to use public transportation and we must find feasible alternatives to driving alone in cars. The answer to the problem of congestion on I-270 in Rockville is not to add more lanes. We hope you will listen to the citizens of Maryland and conduct more research before you make any decisions. Thank you.																					
8/27/2018	Note - I tried to complete the Public Comment Survey online but was unsuccessful. As a Montgomery County taxpayer and voter, I recommend that Governor Hogan NOT pursue the expansion of 495 and 270, requiring extensive destruction of personal and public property and would be outmoded, congested and unsafe the moment the new lanes open. It is a false assumption that adding Beltway lanes will ease traffic congestion. I ask that Governor Hogan step up his legacy by promoting modern ways to increase safety and expanded transportation that does not require the extensive destruction of personal and private property. This should include multiple approaches resulting in a national model of modern transportation infrastructure which could be emulated by other states: HOV auto and bus lanes. A connected Baltimore transit network. Southern Maryland light Rail. And the expanded use of the MARC system. My comment regarding the Public Workshop of Tuesday, July 24, 2018: Having the breakout group leaders being predominately contract staff whose construction companies would benefit from the Beltway expansion undermines public confidence that one is engaging in an honest dialogue.																					
8/27/2018	Dear Mr. Slater, Thank you for the opportunity to comment on Managed Lanes Study for 1-270 and 1-495. The Gaithersburg-Germantown Chamber is very interested in increased capacity on 1-270. Our primary concern is that the current study does not include the entire 1-270. Terminating the project at I-370 is short-sighted. I understand that solving problems created at the spur will help traffic flow north, but adding capacity south of I-370 without addressing capacity north really help the traffic flow going north. • Alternative 8: We support the addition of managed lanes on 1-270. • Alternative 9: We support 'price-managed' lanes on 1270 from the spur to I-70 north of Frederick. There is a general concern that the fees be manageable for the average commuter. • Alternative 12B: We see this as an interim option but not a long-term solution. We would also be concerned about the operating cost of moving the barriers on a daily basis. • Alternative 13B: Again, we would want to see this option from the spur to I-70. • Alternative 14A: We would love to see Metro extended along 1-270, but understand that this is not very likely. We do need extended MARC service in the Upcounty. • Alternative 14B: We support this option as long as there was an adequate parking and feeder plan to go along with the light rail. The Gaithersburg-Germantown Chamber has spent the past 15 years trying to build the CCT in the Upcounty to no avail. We would propose building the CCT before light rail on 1270. • Alternative 14C: We would like to support this option but only IN ADDITION to other options (managed price lanes or reversible lanes). Transit should be a component of any solution to increase capacity on 1-270. Thank you again for your efforts in Montgomery County. Sincerely, (signed) XXXXXXXXXX President & CEO, Gaithersburg-Germantown Chamber																					
8/27/2018	I did not attend the workshop. We are vehemently opposed to widening the Beltway. More lanes = more cars, period. Nothing will correct congestion caused by accidents OR plain idiotic driving shifts during rain, sleet, wind, fog. Nothing will halt that. Beltway widening is not the answer and HAMMS us here in the shadow of 495, period.	perfect!	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no	We already have a rail system in place. Commuters should us it	no	BRT already constructed or in construction on 29/Colesville rd. No need on 495	no	Adding lane(s) will not alleviate traffic. Rather it will encourage people to continue commuting by car. If you discourage and limit commute along 495/270, they should buy or rent inside the beltway like we did/do. Pay the price, not make those of us who live along the beltway lose homes, lose green space, and gain more traffic noise and pollution!	
8/27/2018	please see my comments on the various alternatives. Do not extend the physical footprints of these freeways. Thank you so much for allowing public input.	I do not oppose this, but it does not address the problem (unless you extend metro or something)	this is a great idea, as long as you don't physically widen the freeways	I oppose this. It's a bad idea that does not address the long term	this is ok, as long as you don't widen the highway	this is ok, as long as you don't widen the highway	I oppose this. It's like alt. 3 but worse.	I oppose this unless you can do it safely without widening	I oppose this. Please see above reponse.	Again, I oppose this. No	I oppose this. It is not a good option.	This would be ok for 270 to retain the current design, but would it work for 495? Maybe, if you could stack the collector (on top or bottom) without widening	I support this. It's a good idea.	Yes, you should make the HOV lanes reversible lanes. This would work	No this would not be a "fair" option. Plus it would widen the freeway	Ok this would not widen the freeway, but is it fair? Maybe if it reduces overall traffic	I really support this if: you can do it without widening a highway or taking properties. I would support an elevated or underground train	Yes! As long as it is elevated and/or underground. Please see my response to 14A	not if you widen the highways to do it. Then I oppose it	I oppose this. unless you stack the extra lanes (ie not widen the highway)	have you explored the stacked highway option? Like parts of California or the Verrzzano-Narrows Bridge in NY. Maybe a limited level (to not encourage more urban sprawl)	
8/27/2018	I wish to make the following comments: 1. All work should be contained within the existing state highway ROW to protect private property and public parkland. Rock Creek Park is especially vulnerable, esp. the creek itself which is located only a short distance from I-495 ROW in many locations; 2. The study needs to address storm-water mgmt. including both water quality and quantity. Storage space to reduce storm flows needs to be addresses and provided for, including flows from the existing 495 & 270 roadways. 3. Transit should be emphasized as the most beneficial and visionary way to reduce congestion. 4. Include the MARC train system in the study- a practical and desirable way to reduce traffic. Thank you.																					
8/29/2018	TO: Caryn Brookman, Environmental Program Manager Maryland State Highway Administration, I-495 & I-270 P3 Office FROM: Christopher Conkle, P.E., Deputy Director for Policy, MC-DOT Department of Transportation SUBJECT: I-495 & I-270 Managed Lane Study - Inter-Agency Working Group Reiterated Comments on the Purpose and Need Thank you for the continued opportunities through the Inter-Agency Working Group to provide input on the I-495 and I-270 Managed Lanes Study. As stated previously in correspondence and during the IA WG's meetings, we continue to have reservations about the Project's Purpose and Need. Our reservations are primarily related to the focus on congestion relief ' instead of a broader goal of mobility improvement for the area served by the highway corridors. While we agree that these highways are subject to significant, recurring congestion, the Projectshould incorporate solutions other than expanding and managing highway capacity. The Purpose and Need should be modified to account for the mobility benefits of transit and high-occupancy vehicle (HOV) alternatives that are additive to any impact they may have on congestion. Additional language should be included to expand the Purpose and Need to include the following: improvements in transit service, transit ridership, and transit's competitiveness for employment center accessibility, and the Non-Auto Drive Mode Share (NADMS) for these corridors are possibly more important than metrics related to highway congestion mitigation. Expansion of the Purpose and Need will help ensure that the proposed solutions are in keeping with the County's master plans, programs, and policies that are broadly based on improved transportation sustainability and expanding the range oftravel options - including improvements to the highway system. With an improved Purpose and Need, we support inclusion of transit alternatives both within the highway corridors and those that serve the travel markets of the highway corridors. Stronger language in the Purpose & Need toward high occupancy vehicles would also help to ensure that there is no reduction in HOV incentives from existing conditions, which currently help to increase the capacity of 1-270 and move a greater volume of people through the corridor. The continued provision ofHOV access may also be a component of equity considerations. Some variation of priority access for HOV and transit must be mantained at least for 1-270 and we urge it be considered also for 1-495. We also suggest that the study area be expanded back to I-70. While we recognize that the State feels the area north ofI-370 may not be as pressing a need, we feel that congestion in the vicinity of MD 117 and MD 124 as well as near the northbound bottleneck north of MD 121 are all issues that may benefit from this project's evaluations. Should you have any questions regarding our comments on the plan, please feel free to contact me or Mr. Andrew Bossi, Senior Engineer, at 240-777-7200. CC:all cc: Al Roshdieh, MCDOT Gary Erenrich, MCDOT Andrew Bossi, MCDOT Casey Anderson, MNCPPC Stephen Aldrich, MNCPPC Glenn Orlin, Montgomery County Council Craig Simoneau, City of Rockville Ollie Mumpower, City of Gaithersburg Vic Weissberg, PG-DPWT Matt Baker, SHA																					

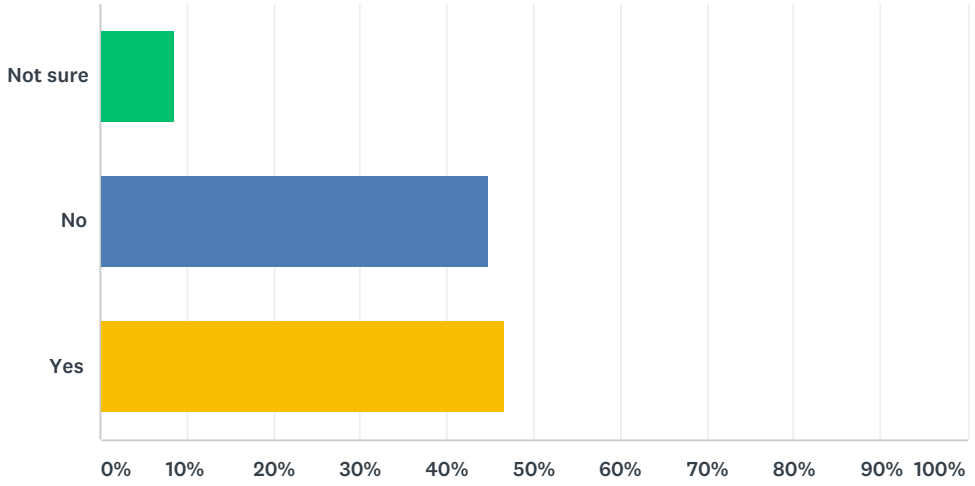
Date Received	Comment	Response Executed	Alternative 1 Input	Alternative 2 Input	Alternative 3 Input	Alternative 4 Input	Alternative 5 Input	Alternative 6 Input	Alternative 7 Input	Alternative 8 Input	Alternative 9 Input	Alternative 10 Input	Alternative 11 Input	Alternative 12A Input	Alternative 12B Input	Alternative 13A Input	Alternative 13B Input	Alternative 14A Input	Alternative 14B Input	Alternative 14C Input	Alternative 15 Input	General
8/29/2018	TO: Caryn Brookman, Environmental Program Manager Maryland State Highway Administration, I-495 & I-270 P3 Office FROM: Christopher Conklin P.E., Deputy Director for Policy Montgomery County Department of Transportation SUBJECT: I-495 and I-270 Managed Lane Study Inter-Agency Working Group Comments on Alternatives and Screening Criteria The following comments are submitted through the Inter-Agency Working Group to provide input on the I-495 and I-270 Managed Lanes Study. We would like to offer the following comments on the screening criteria shown at the Inter-Agency Working Group meeting on July 11, 2018. 1) Existing Conditions / Needs: Data collection and analysis should identify the current needs and congestion points. While the I-270 corridor may be able to utilize past studies and projects (including the ongoing ICM project), the I-495 corridor has not had as much past study and could potentially benefit significantly from a similar approach as the series of small treatments included in the I-270 ICM project. 2) Transit Alternatives: We feel that potential transit projects serving the target areas could score highly as potential alternatives, and urge that transit be thoroughly considered as part of the solution to mobility needs on the I-270 and I-495 corridors. We suggest the following alternatives for consideration: a. 14A HRT - Int Track MARC and service improvements; run MARC trains two-way throughout the day the weekends b. 14A HRT - Extend Red Line to Metropolitan Grove c. 14B LRT - Extend Purple Line to Bethesda Transit Center d. 14B LRT - A light rail alignment along MD 355 e. 14B LRT - Extend Purple Line to Tysons Corner f. 14B LRT - Extend Purple Line to Largo Town Center g. 14B LRT - Extend Purple Line to National Harbor I Alexandria h. 14C BRT- The MD 355 North and South BRT corridors i. 14C BRT- The MD 586/MD193 BRT corridor j. 14C BRT- The Randolph Rd/North Bethesda Transitway BRT corridor k. 14C BRT - Provide BRT from Montgomery Mall to Tysons Corner l. 14C BRT - Provide BRT from New Carrollton to Largo Town Center m. 14C BRT - Provide BRT from New Carrollton to National Harbor I Alexandria n. 15 BRT - Bus on Shoulder 3) Additional Alternatives: In addition to the transit alternatives noted above, we also suggest that the State give consideration toward the expansion of alternative routes around the DC region to shift traffic away from the I-95/495 corridors. This evaluation could build on past study of corridors such as:																					
8/30/2018	RE: N19- GOOD LUCK ESTATES PARK NOT- HOLLYWOOD PARK G24- MANCHESTER ESTATES PARK Q79- HENSON CREEK STREAM VALLEY PARK S59- CHERRY HILL ROAD PARK V81-SOUTHWEST BRANCH STREAM VALLEY PARK Notice of Intent to grant Right-Of-Entry Permit Maryland Department of Transportation (DOT) I-495 & I-270 Managed Lanes Study Wetland and Waterway Delineations and Phase I Archaeological Surveys & Testing CASE #3461651 Dear Ms. Chaplin: Based on our courtesy review of" MDOT SHA I-495 & I-270 P3 Office I Requested Right-of-Entry Properties from M-NCPPC Prince George's County I Managed Lanes Study" maps, prepared by SHA, and your letter of June 7, 2018, we have determined that the above referenced project is eligible for a Right-Of-Entry Permit with the following conditions and/or requirements: 1) Submission of one (1) digital, and four (4) hard - on eleven inches (11") by seventeen inches (17") minimum size paper- copies ofthe MDOT SHA approved maps for this project. 2) Submission ofMDOT SHA's Certificate ofInsurance, Liability- Self-Insurance Program, maintained by the Maryland State Treasurer 3) Submission ofa Maryland Right-of-Entry Application executed by an authorized official ofthe Maryland-National Capital Park and Planning Commission (M-NCPPC) as Certificate Holder, and/or contractor(s) executing work on behalf ofMDOT SHA, naming M-NCPPC as an additional insured. M-NCPPC reserves the right to require increased coverage and coverage amounts if those provided are deemed inadequate. 4) The archaeological work shall abide by local guidelines as per: http://www.pgplanning.org/DocumentCenter/View/423/Guidelines-forMitchezlogical- Review-PDF. Also, the office of the Archaeology Program of the Natural and Historical Resources Division of the M-NCPPC Department of Parks and Recreation (DPR) should remain informed of the developments on the surveys and testing, and should receive one (1) digital, and two (2) hard, copies of the archaeological report. Please contact Ms. Kristin M. Montoparto, Ph.D., Chief Archeologist at 301-627-1286. or at Kristin.Montapert1@ppal"lx.com. 5) Provide one (1) digital copy of the archeological report to the office of the Engineering Section of. The Park Planning and Development Division of the M-NCPPC DPR. Please contact Mr. Paula A. Valero at 301-454-1470 or at Paulo.Valero@pparks.com. 6) For your information, and coordination as needed with M-NCPPC and Washington Gas Light Company, DPR has granted Right of Entry for Environmental Surveys to a consultant working for Washington Gas Light Company and M-NCPPC is in the process of granting easement to Washington Gas Light Company for a gas pipeline across V81- Southwest Branch Stream Valley Park, within the I-495 Managed Lanes Study area. 7) All proposed impacts shall be applicable for all work conducted on M-NCPPC property and shall be shown on the approved plans or referenced by notes thereon. a) Restoration of the affected park land shall include, but not be limited to: i) Removal of all equipment, tools and markings, such as flagging, ribbon, stake-out features, etc., and debris from park land upon completion of work. ii) Backfill of all shovel test pits. iii) Stabilization of all disturbed areas; for existing grassed areas, a live, uniform stand of grass is required for acceptance at completion of work at completion. This is not a Permit. Upon receipt of the sets ofMDOT SHA approved maps and the Certificates of Self-Insurance and Liability Insurance, and provided there are no substantive changes, our Office will stamp the maps "Approved for Surveys and Testing Only" and																					
8/31/2018	To Whom It May Concern: I write to you today on behalf of Peerless Rockville Historic Preservation's Board of Directors and members, concerning the proposed plans to expand Interstate 270 and the harmful effects of the physical widening of I-270 will have on the historic resources throughout Rockville, the City of Rockville and Montgomery County. Peerless Rockville is a non-profit organization founded in 1974 to preserve buildings, objects, and information important to Rockville's heritage. We advance our goals through education, example, advocacy, and community involvement. As a historic preservation advocacy organization, we are deeply concerned about the potential impact of the I-270 expansion project on Rockville's historic resources as well as the identity of its unique neighborhoods that this project threatens. The City of Rockville has many neighborhoods representing its development over time. The post-war years featured a boom in housing and construction that resulted in expansion and growth of the City and formed the modern communities that thrive today. Development and consideration of historic contexts should include a focus on the post-war, Mid-Century, and late 20th century built environment. Although not currently listed as historic, many communities within the area of potential effects meet National Register eligibility criteria. For example, the neighborhood of New Mark Commons was recently added to the National Register of Historic Places as an exemplary illustration of Mid-Century Modern residential development. This neighborhood is also located within the area of potential effects for the widening the I-270 corridor. Many of Rockville's neighborhoods were constructed during this period to take advantage of the "new" highway infrastructure. We are gravely concerned by any option for I-270 expansion that widens the footprint of the roadway in Rockville, threatening these long-standing communities, and we strongly urge you to choose alternate plans. As a designated consulting partner to 106 Review, Peerless Rockville looks forward to working with SHA and other partners in protecting Rockville and Montgomery County's important historic resources throughout this study. As a community advocate, we stand strong in our desire to protect the rich heritage of our community. Peerless Rockville Historic Preservation, Ltd. possesses an abundance of materials on Rockville's history, heritage, and historic homes and sites. We encourage all researchers and consultants documenting areas impacted by the I-270 expansion project to visit our office and utilize our archives and collections located in the historic Old Red Brick Courthouse in downtown Rockville. Sincerely, Executive Director, Peerless Rockville Historic Preservation CC: City of Rockville Mayor & Council City of Rockville Historic District Commission Elizabeth Hughes, State Historic Preservation Officer																					
9/2/2018	To Whom It May Concern: WE are 40 year residents fof our neighborhood, Persimmon Tree, and native Marylanders. When we first moved here the "beltway" had hardly any traffic and the noise and air pollution was not even an issue. Times have changed and no one then, nether homeowners nor transportation planners envisioned the heavy use of the roadways today. Neith the county nor the state should have ever permitted any type of construction close to the proposed construction routes. Current owners not to be penalized for the poor judgement. Reference is made to teh attached letter from our homeowners association and also those from cabin john and carderock springs regarding the proposed construction along the beltway. Our personal comments are; our development, Persimmon Tree, is completely surrounded by a beautiful, old woods with a variety of trees, full of wildlife and wildflowers. Over the decards we have taken great pride in our woods and have fought hard to protect and preserve it and now we must defend it from the encroachment of traffic. We abhor the thought of any of it falling to construction. Aiong its abundant benefits to the neighborhood is the fact that it serves as a buffer from the traffic and pollutions. Adding additional lanes will only bring more traffic and not alleviate the fact that there is much too much traffic concentrated in only one area. Serious consideration must be given to alternate routes for the traffic away from the present congested routes. ZHA keeps ignoring this fact and allowing all sorts of building along th I-495 route in a deliberate measure to force MD to succumb to demands for a bigger Legion bridge and wider I-495 and I-270 routes.) One way would be to not allow any development along the new routes and not to build any offOn-ramps that would even hint that development could be a possibility. Such restrictions would help to preserve the existing neighborhood from current and future development while allowing for another route around the city and through the county. Unless of course it is the hidden intention to continue to add lanes to the american legion bridge and the I-495 and 270 corridors so that the destruction of our neighborhood is inevitable. If that is the case, then we demand that the state buy our homes at fair market value plus relocation costs. Should the decision be made to proceed with the project, each section of the roadway the entire length of the route must be planned with tall growing trees of all types , to include evergreens, that will act as noise and air pollution buffers and MUST be maintained by the state in perpetuity (also promised but never came to be). There is absolutely no good reason to once again disregard these two requests. Spend the money and do it right thi time. Consider a new river crossing and routes in the outer suburbs that would bring the most benefits to the citizens of MD and do not fall prey to the pressures from VA. It is out land, our neighborhoods our river. Prohibit any on/off ramps and also any kind of development whatsoever for miles in either direction in perpetuity in order to protect the impacted land and neighborhoods. Demand that VA pay for half of the construction costs and for half of the maintenance costs in perpetuity or do not build. Use the latest concrete construction technology (see enclosed article) which is based on research and actual use that minimizes pavement noise. This would go a long way in allaying one of the major concerns of abutting neighborhoods and would help to preserve property values and quality of life. Sincerly, XXXXX household, XXXXX Attachment (article on pavement noise reduction & Persimmon Tree Homeowners Assoc.)																					
	The Wildwood Manor Citizens Association has serious concerns about potential adverse impacts of the "I-495 & I-270 Public- Private Partnership (P3) Program," especially proposals for widening these interstate highways and adding toll lanes. Wildwood Manor, a neighborhood of more than 500 homes, borders on 1-270 and is near 1-495. This program would have significant impacts on our residents, especially those whose homes are adjacent to 1-270. Physical widening of these highways would have major adverse effects on our quality of life and home values. We are concerned about the potential use of eminent domain to seize all or part of private yards and homes and private businesses. Taking private property,residences and commercial property clearly would cause severe harm to the people losing property and would adversely impact the livability and integrity of affected neighborhoods. It would result in significant loss of buffer trees and vegetation, increase noise and air pollution and destroy the character of our neighborhoods. There would be significant loss of the remaining green space and parkland in our area, including major damage to our nearest park, Fleming Local Park, which borders on both 1-495 and I-270, and the nearby part of Rock Creek Park bordering on I-495. Tolls would not be affordable for many people, especially cumulatively, month after month. Toll lanes - "Lexus lanes" -- largely would benefit wealthy people who could afford to pay tolls each time they use the highways, and the private contractors(s)/consessionaire(s) that would profit through toe dollars and/or revenue generated from the toll lanes. In effect, this would be partial privatization of our public interstate highways. The Northern Virginia experience with "managed lanes" and high tolls - the continuing excessive tolls and operational problems – should provide a cautionary tale. Thank you for your serious consideration of our comments and concerns. Better transportation options need to be considered. We would not object to well-planned reversible non-toll lanes on the existing highways and/or, where feasible, adding a well planned non-toll lane within the current highway footprint directly between the existing highway and the median. Sincerely, [Signed] Linda Liccia, President Wildwood Manor Citizens Association																					
	To Whom It May Concern On behalf of the Persimmon Tree Homeowners Association (PTHA) I am requesting that MDOT provide a comprehensive study that demonstrates the extent to which additional noise and air quality changes will impact the residents in my Community as a result of the subject project. This letter will serve as notice to MDOT that if all the concerns are not properly addressed and/or mitigated, my Association will hold the State, MDOT and elected officials accountable. Similar to Carderock Springs Citizens Association, Cabin John Citizen's Association and other neighborhood communities who have written MDOT letters concerning the expansion of 495, it is also a major concern of the 89 households that comprise the PTHA who will be impacted if the subject transportation project moves forward. The PTHA is committed to the larger community, as well as to protecting the interests of the residents who belong to our Association. Persimmon Tree residents who are in close proximity to 1-495 look towards MDOT and elected officials up to the Governor to address their concerns with regards to the negative impact this transportation project will have increased roadway noise and air pollution will make their properties less desirable and, as a result, potentially cause property values to decrease significantly. Therefore,the PTHA is looking for MDOT to evaluate and resolve the direct and indirect impact a Beltway expansion will have on the residents of our community and what will be done to alleviate their concerns. What is needed is accurate and comprehensive data that identifies how noise/air pollution levels are currently at and what expected noise/air pollution levels will be after this project. We will hold the State and our elected Representatives accountable if residents are misled in any way.The PTHA requires the following: • Based on the location of the Persimmon Tree Community, there is a major concern with regards to highway noise which is currently a problem with our neighborhood and will only be exacerbated with this project moving forward. We request that a study be done regarding current noise levels, which more than likely will require a noise wall if the levels are not in the acceptable range. • All data obtained regarding noise, air pollution, etc. needs to be on the conservative side to be fair and reasonable to the homeowners close to the highway, otherwise the data will NOT be a true representation of actual conditions. • Based on the location of the Persimmon Tree Community, air pollution is also a concern that must be properly documented through various air quality studies which give accurate air pollutant results at our location. • It is extremely important that a working group be immediately established for ALL affected or concerned community members, including the Persimmon Tree Community, so all voices can be heard regarding the subject project during feasibility Study, Preliminary Design, and construction of this roadway expension project. • The Persimmon Tree Community needs to be part of any proposed solution or discussion if this project does move forward. [Signed] XXXXXXXXXXX President Persimmon Tree Homeowners Association 8608 Carlynn Drive Bethesda, MD 20817																					
	Re: I495 +I270 P3 I am writing this letter to share my concerns about the possible widening of I270. I am not opposed to preogress and better traffic flow but not at the expense of our neighborhood. I live in a townhouse community and my townhouse is right against the buffer wall for I270, there is no place left to go. I had planned for this to be my forever home and not that I am 74 years old it would be cruel to have to move just to make lanes for cars. I moved into Regent Square 40+ years ago. Ever since I moved here I have found many friendly neighbors always willing to help out. When I became handicap'S years ago they have become even more so. Needless to say I love this neighborhood. I believe that reversible lanes are a more human solution. This way you can make space for more vehicles without destroying human lives such as done on the Chesapeake Bay Bridge at special times or another option would be building raised highways like they do in Hartford, CT. I urge you to please consider the pleas of those of us personally affected by this decision and listen to the mayor and council regarding their suggestions for better ways to solve this problem. I appreciate your listening to my concerns and suggestions! Sincerly yours, XXXXX																					

APPENDIX D: Survey Results

(June 18, 2018 through September 27, 2018)

Q1 Have you previously heard about the proposal to address congestion in Maryland on I-495 and I-270?

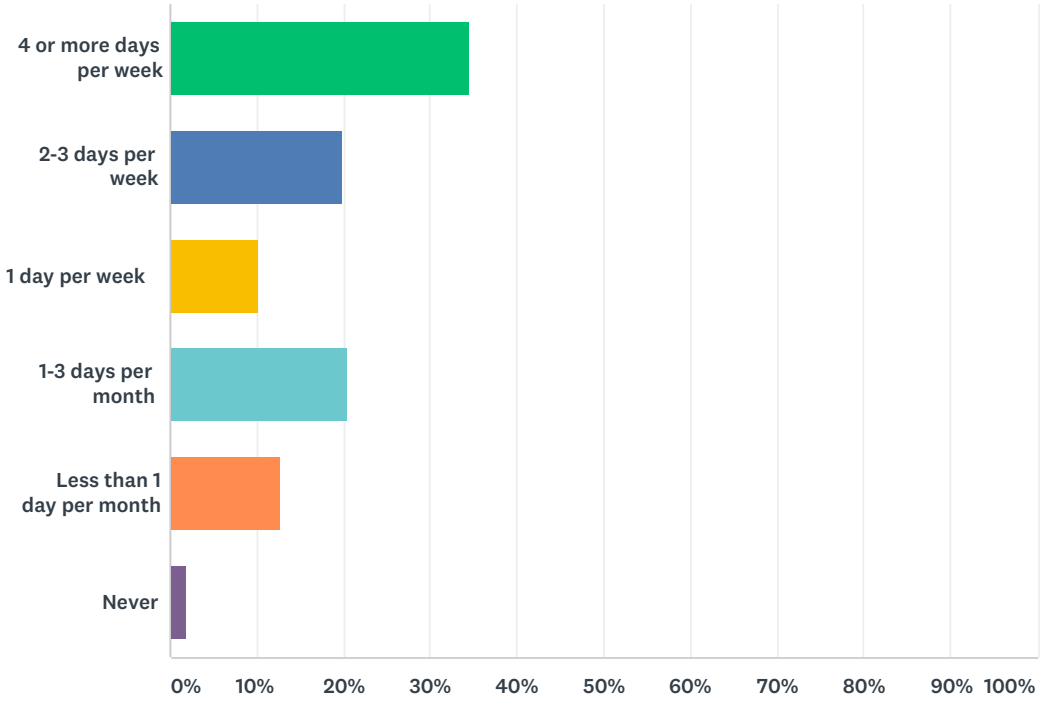
Answered: 7,400 Skipped: 12



ANSWER CHOICES	RESPONSES	
Not sure	8.61%	637
No	44.80%	3,315
Yes	46.59%	3,448
TOTAL		7,400

Q2 How often do you typically travel on I-495 (Capital Beltway) in Maryland?

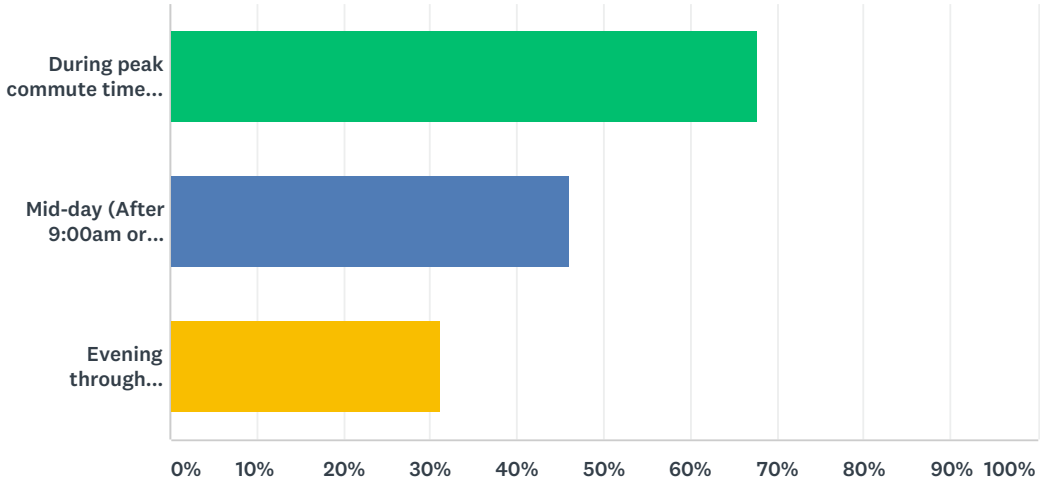
Answered: 6,819 Skipped: 593



ANSWER CHOICES	RESPONSES	
4 or more days per week	34.52%	2,354
2-3 days per week	19.93%	1,359
1 day per week	10.35%	706
1-3 days per month	20.57%	1,403
Less than 1 day per month	12.77%	871
Never	1.85%	126
TOTAL		6,819

Q3 What times of the day do you typically travel on I-495 (Capital Beltway) in Maryland? (Check all that apply)

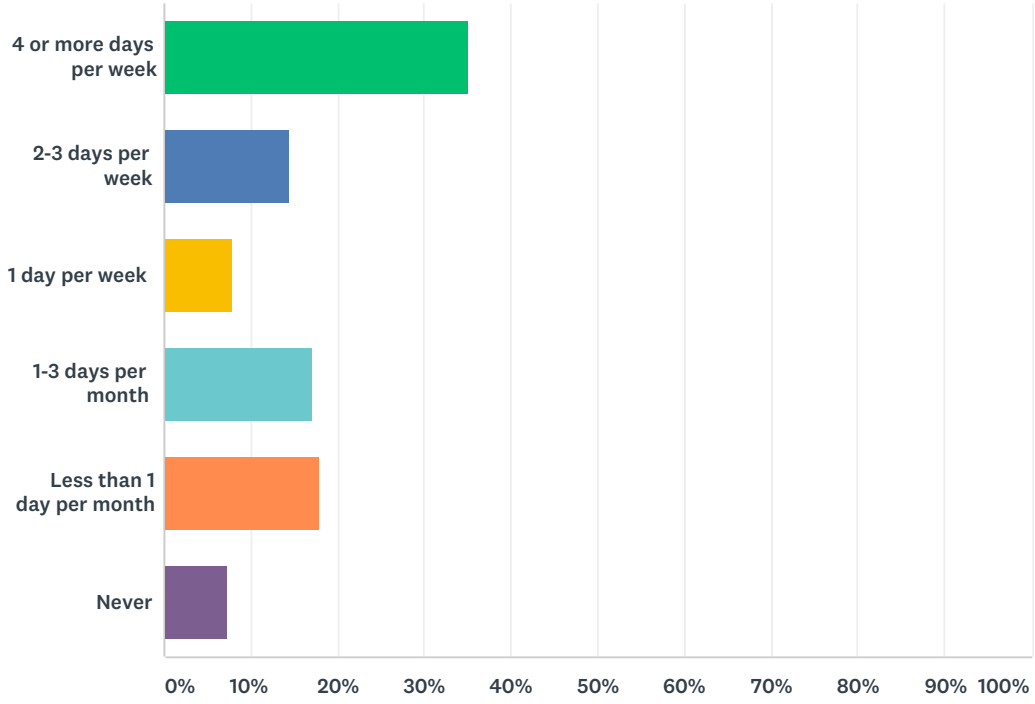
Answered: 6,617 Skipped: 795



ANSWER CHOICES	RESPONSES	
During peak commute times (5:00am - 9:00am or 3:00pm - 7:00pm)	67.80%	4,486
Mid-day (After 9:00am or before 3:00pm)	46.06%	3,048
Evening through early-morning (After 7:00pm or before 5:00am)	31.13%	2,060
Total Respondents: 6,617		

Q4 How often do you travel on I-270, between I-495 and Frederick?

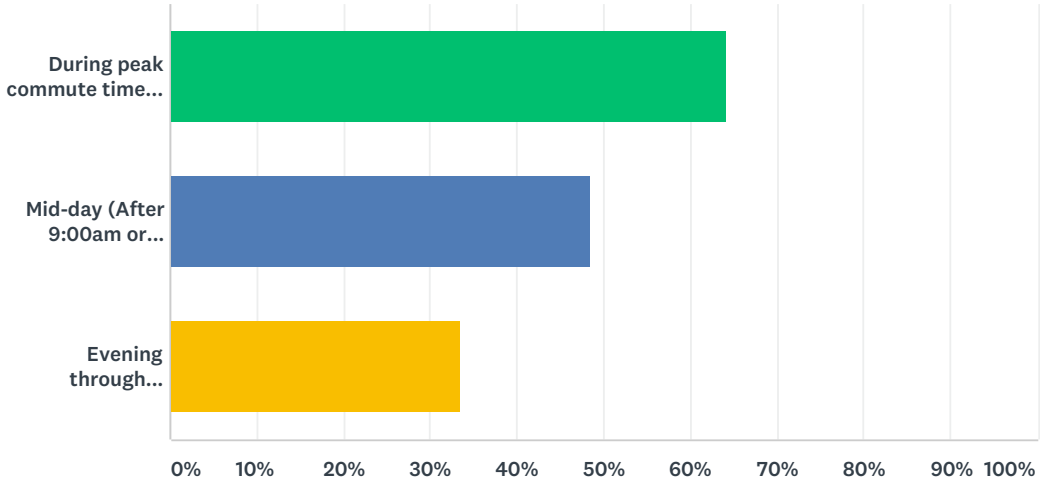
Answered: 6,802 Skipped: 610



ANSWER CHOICES	RESPONSES	
4 or more days per week	35.24%	2,397
2-3 days per week	14.51%	987
1 day per week	7.88%	536
1-3 days per month	17.14%	1,166
Less than 1 day per month	17.95%	1,221
Never	7.28%	495
TOTAL		6,802

Q5 What times of the day do you typically travel on I-270, between I-495 and Frederick? (Check all that apply)

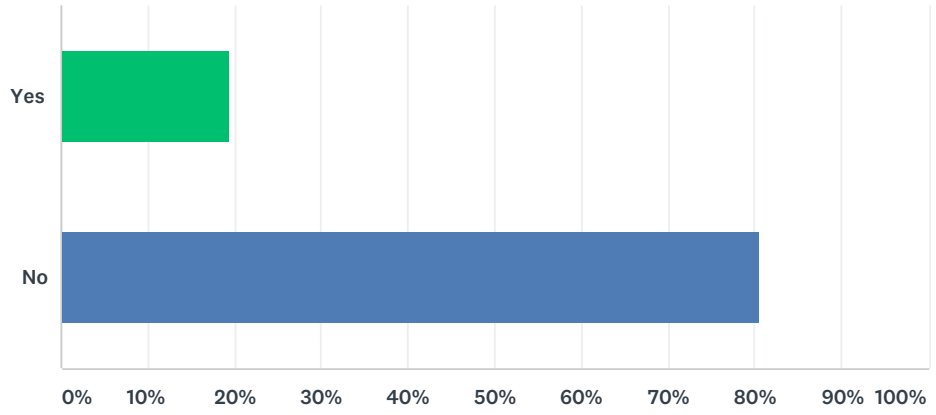
Answered: 6,217 Skipped: 1,195



ANSWER CHOICES	RESPONSES	
During peak commute times (5:00am - 9:00am or 3:00pm - 7:00pm)	64.21%	3,992
Mid-day (After 9:00am or before 3:00pm)	48.53%	3,017
Evening through early-morning (After 7:00pm or before 5:00am)	33.57%	2,087
Total Respondents: 6,217		

Q6 If you travel I-270, do you carpool and use the HOV lanes?

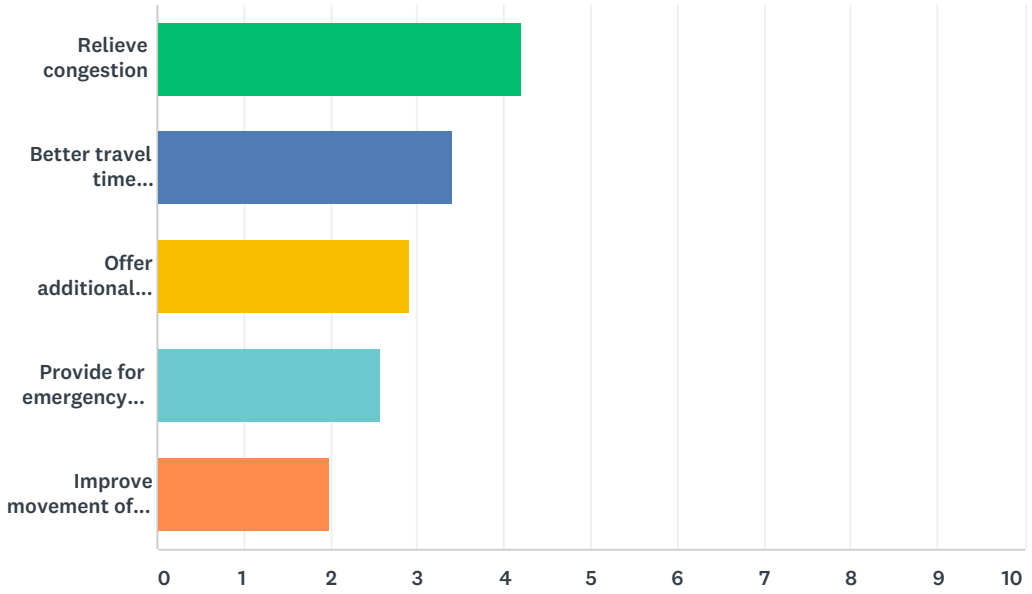
Answered: 6,528 Skipped: 884



ANSWER CHOICES	RESPONSES	
Yes	19.44%	1,269
No	80.56%	5,259
TOTAL		6,528

Q7 Please rank the importance to you of the following possible transportation improvements on I-495 and I-270 (1 most important to 5 least important)

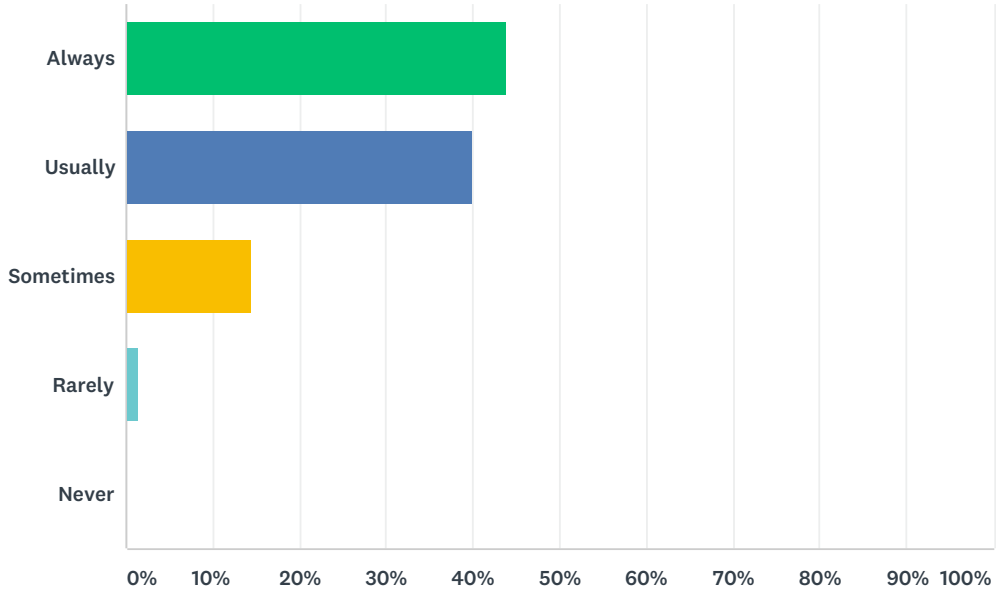
Answered: 5,875 Skipped: 1,537



	1	2	3	4	5	TOTAL	SCORE
Relieve congestion	59.34% 3,358	20.53% 1,162	8.41% 476	5.16% 292	6.56% 371	5,659	4.21
Better travel time reliability (easier to predict trip time)	16.63% 930	37.15% 2,077	25.29% 1,414	13.83% 773	7.10% 397	5,591	3.42
Offer additional roadway travel choices	11.29% 634	22.46% 1,261	28.57% 1,604	20.07% 1,127	17.60% 988	5,614	2.90
Provide for emergency access	10.07% 566	12.72% 715	23.80% 1,338	32.18% 1,809	21.24% 1,194	5,622	2.58
Improve movement of goods and services to enhance the economy	5.07% 285	7.51% 422	14.03% 788	27.13% 1,524	46.26% 2,599	5,618	1.98

Q8 How often have you experienced a delay due to traffic congestion when using I-495 or I-270?

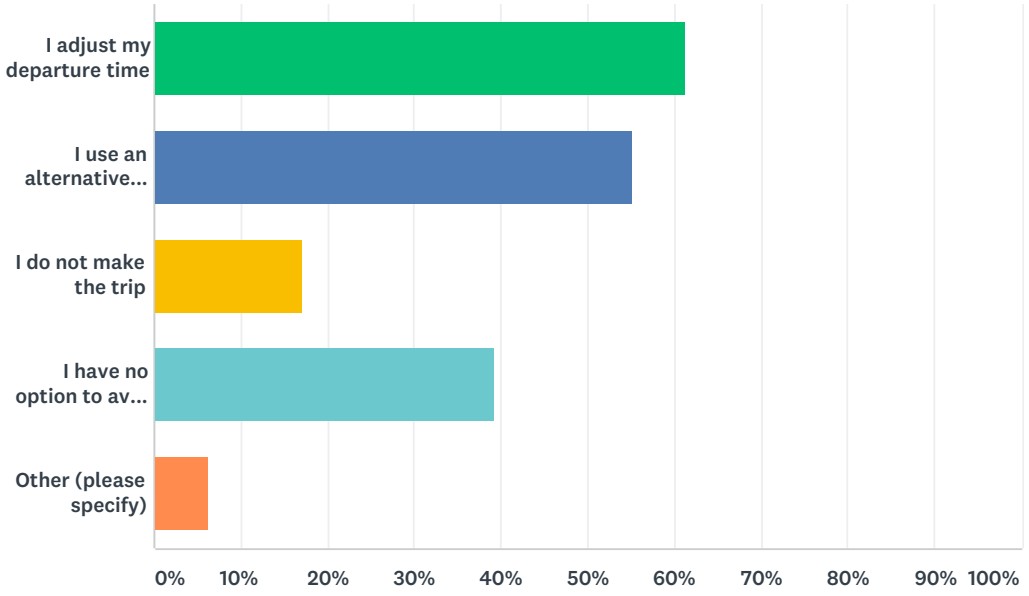
Answered: 5,914 Skipped: 1,498



ANSWER CHOICES	RESPONSES	
Always	43.91%	2,597
Usually	39.91%	2,360
Sometimes	14.42%	853
Rarely	1.54%	91
Never	0.22%	13
TOTAL		5,914

Q9 What do you typically do to avoid congestion on I-495 or I-270? (Check all that apply)

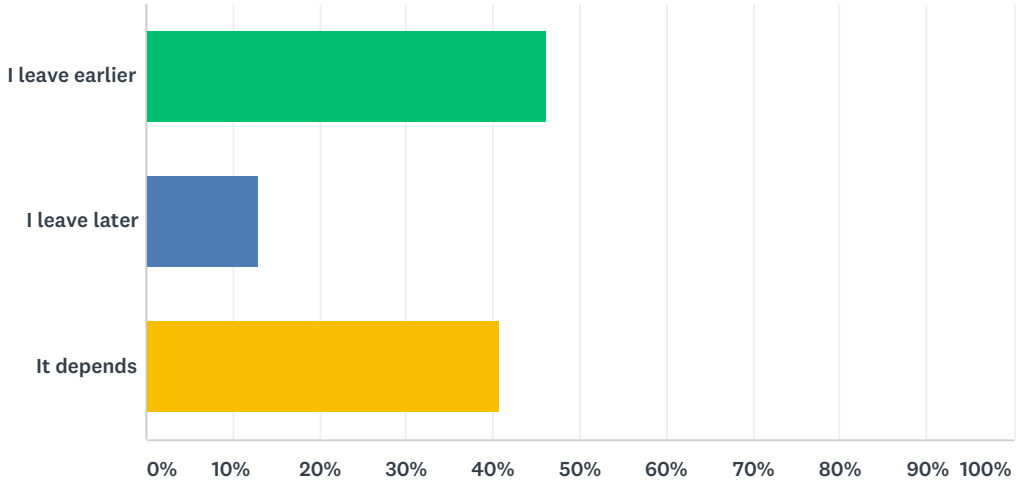
Answered: 5,918 Skipped: 1,494



ANSWER CHOICES	RESPONSES	
I adjust my departure time	61.36%	3,631
I use an alternative route	55.17%	3,265
I do not make the trip	17.08%	1,011
I have no option to avoid congestion	39.32%	2,327
Other (please specify)	6.35%	376
Total Respondents: 5,918		

Q10 If you adjust your departure time to avoid congestion, do you leave earlier or later?

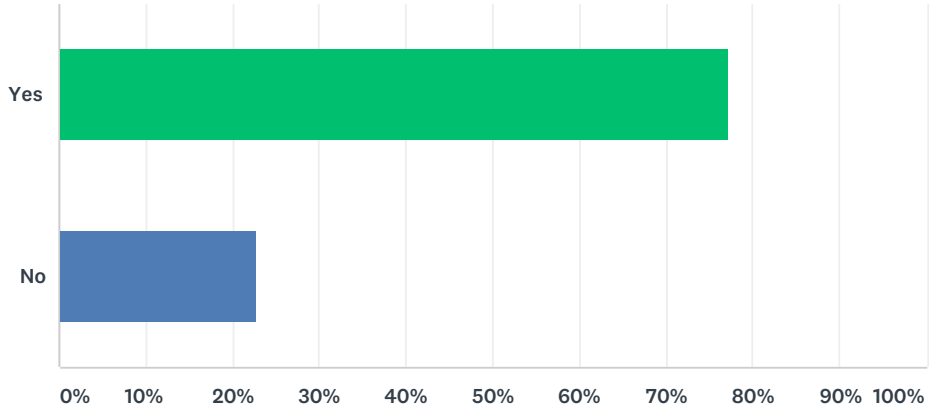
Answered: 5,533 Skipped: 1,879



ANSWER CHOICES	RESPONSES	
I leave earlier	46.20%	2,556
I leave later	12.96%	717
It depends	40.85%	2,260
TOTAL		5,533

Q11 If you use an alternative route, does your travel take you through or near residential neighborhoods?

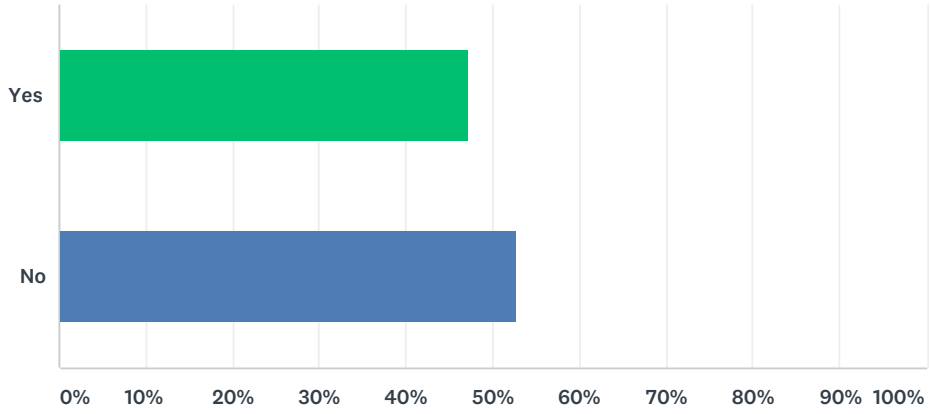
Answered: 5,610 Skipped: 1,802



ANSWER CHOICES	RESPONSES	
Yes	77.17%	4,329
No	22.83%	1,281
TOTAL		5,610

Q12 Does congestion on I-495 or I-270 ever cost you more than time? For example, do you pay extra fees at daycare or have to pay for missed medical appointments, etc?

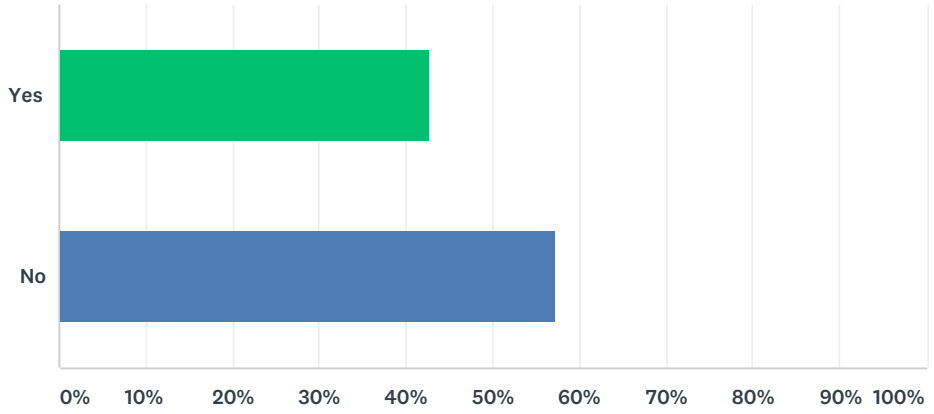
Answered: 5,669 Skipped: 1,743



ANSWER CHOICES	RESPONSES	
Yes	47.22%	2,677
No	52.78%	2,992
TOTAL		5,669

Q13 If you own or work for a business, does congestion on I-495 or I-270 affect your delivery of service? For example, can you make fewer service calls or deliveries because of congestion?

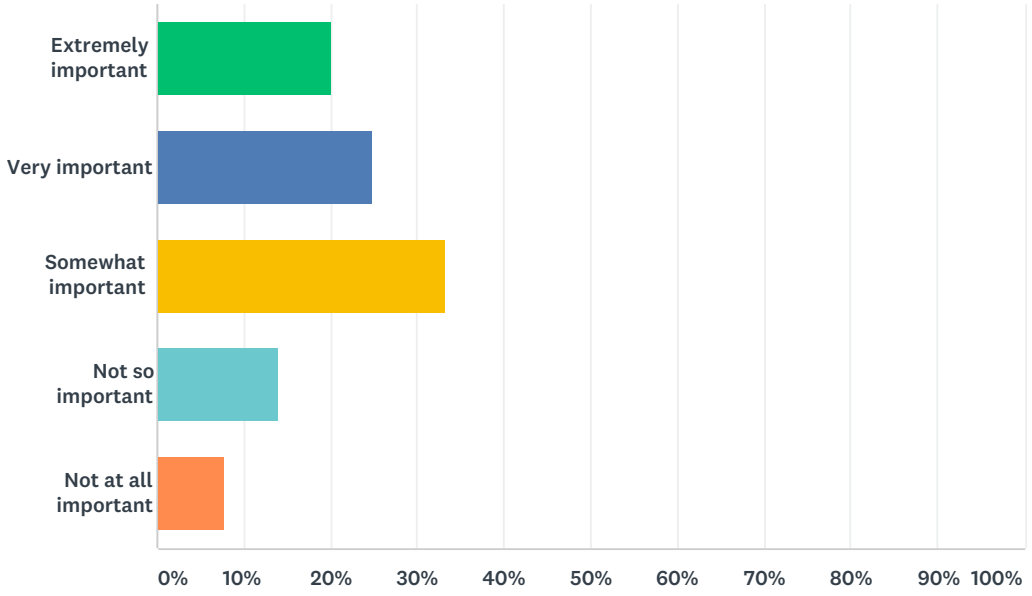
Answered: 4,497 Skipped: 2,915



ANSWER CHOICES	RESPONSES	
Yes	42.74%	1,922
No	57.26%	2,575
TOTAL		4,497

Q14 How important is it to you that there be unobstructed access on I-495 and I-270 for homeland security and emergency response?

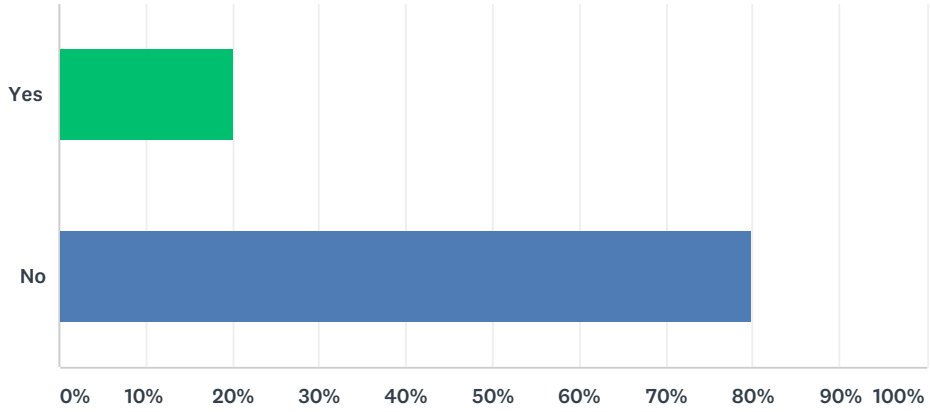
Answered: 5,675 Skipped: 1,737



ANSWER CHOICES	RESPONSES	
Extremely important	20.05%	1,138
Very important	24.83%	1,409
Somewhat important	33.22%	1,885
Not so important	14.10%	800
Not at all important	7.81%	443
TOTAL		5,675

Q15 Will the MDOT MTA Purple Line (from Bethesda to New Carrollton) provide an alternative to using I-495 or I-270 for you when it opens?

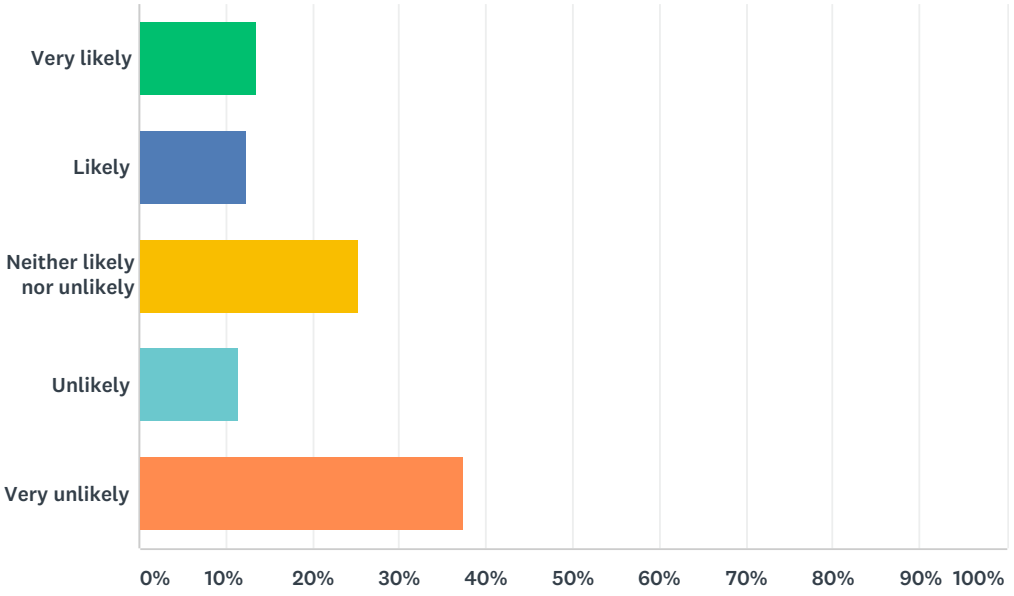
Answered: 5,648 Skipped: 1,764



ANSWER CHOICES	RESPONSES	
Yes	20.17%	1,139
No	79.83%	4,509
TOTAL		5,648

Q16 If the Purple Line is an option for your commute, how likely will you be to use it instead of commuting by vehicle?

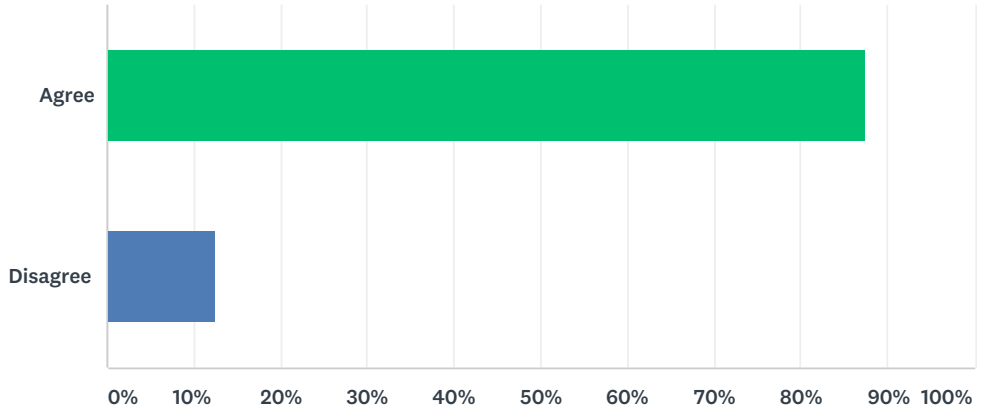
Answered: 4,318 Skipped: 3,094



ANSWER CHOICES	RESPONSES	
Very likely	13.57%	586
Likely	12.32%	532
Neither likely nor unlikely	25.22%	1,089
Unlikely	11.44%	494
Very unlikely	37.45%	1,617
TOTAL		4,318

Q17 Do you agree or disagree with the following statement: Addressing congestion on I-495 and I-270 in Maryland is an important priority for the state?

Answered: 5,702 Skipped: 1,710



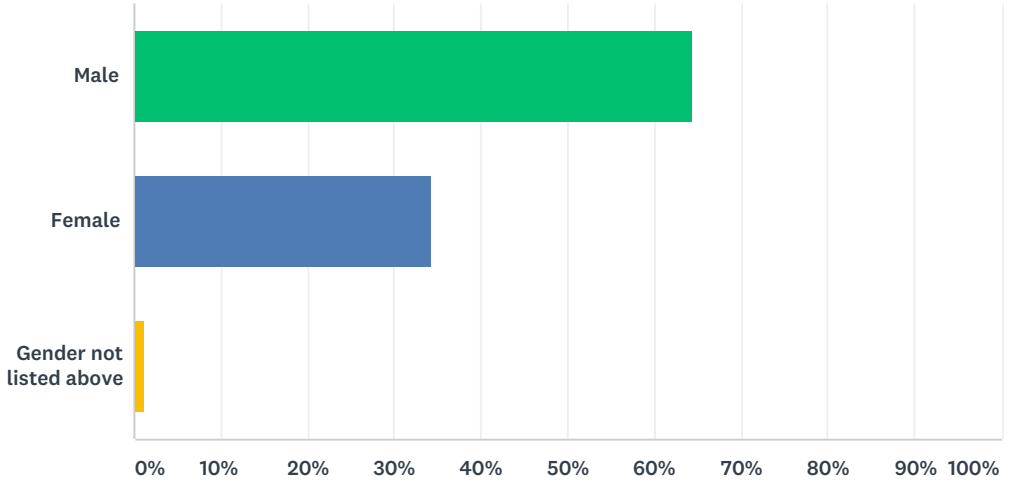
ANSWER CHOICES	RESPONSES	
Agree	87.55%	4,992
Disagree	12.45%	710
TOTAL		5,702

Q18 If you have any additional comments about improvements on I-495 or I-270, please enter them in the box below.

Answered: 2,429 Skipped: 4,983

Q19 Are you male or female?

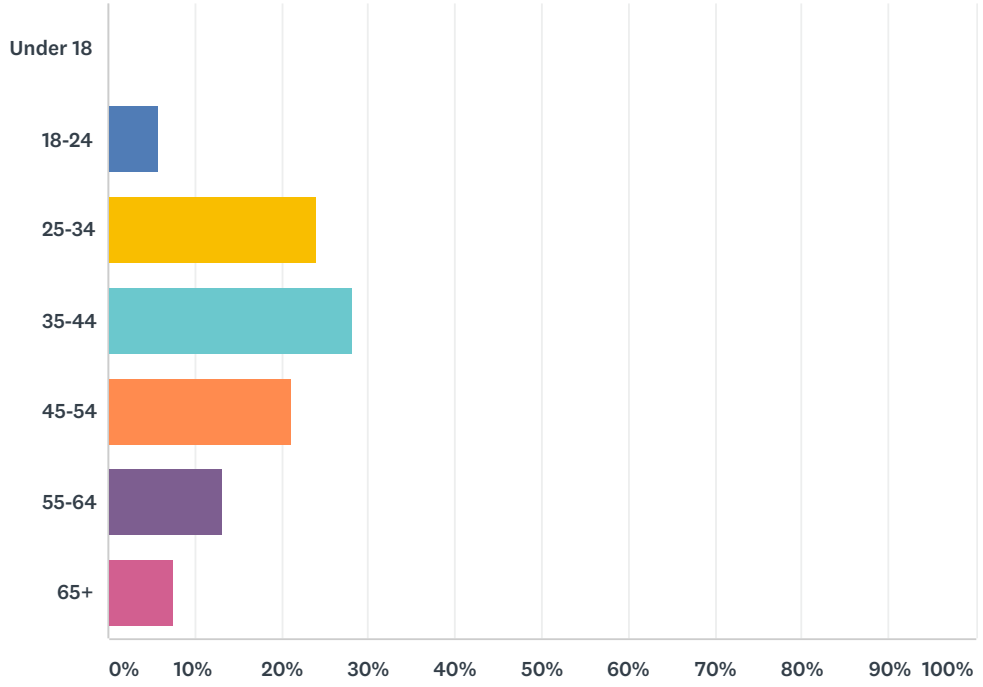
Answered: 5,331 Skipped: 2,081



ANSWER CHOICES	RESPONSES	
Male	64.38%	3,432
Female	34.37%	1,832
Gender not listed above	1.26%	67
TOTAL		5,331

Q20 What is your age?

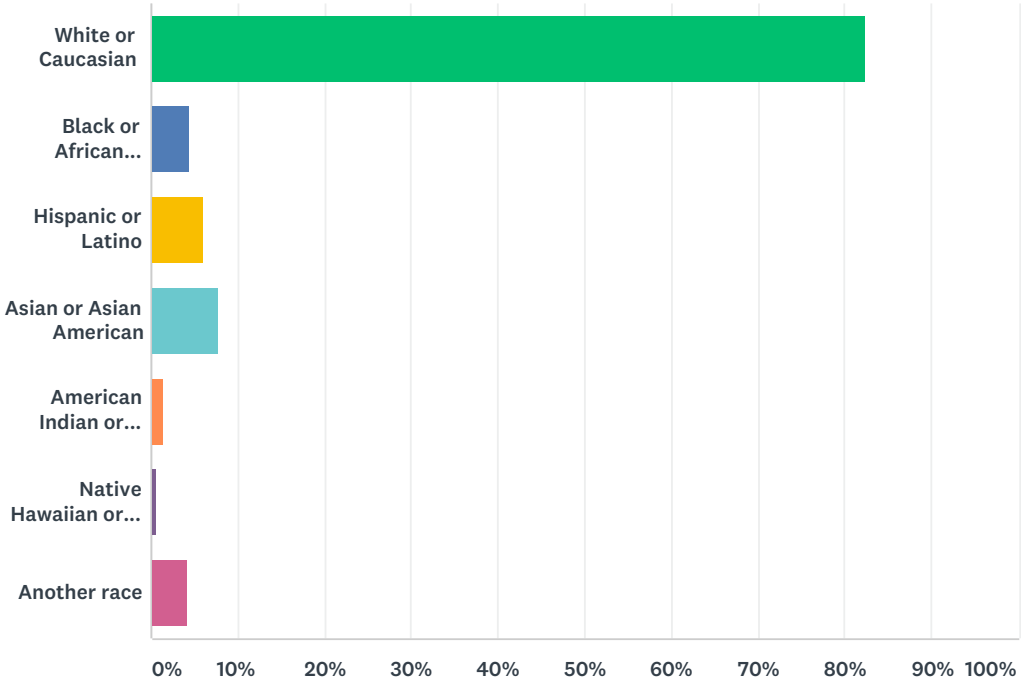
Answered: 5,344 Skipped: 2,068



ANSWER CHOICES	RESPONSES	
Under 18	0.26%	14
18-24	5.86%	313
25-34	23.99%	1,282
35-44	28.16%	1,505
45-54	21.07%	1,126
55-64	13.21%	706
65+	7.45%	398
TOTAL		5,344

Q21 Which race/ethnicity best describes you? (check all that apply)

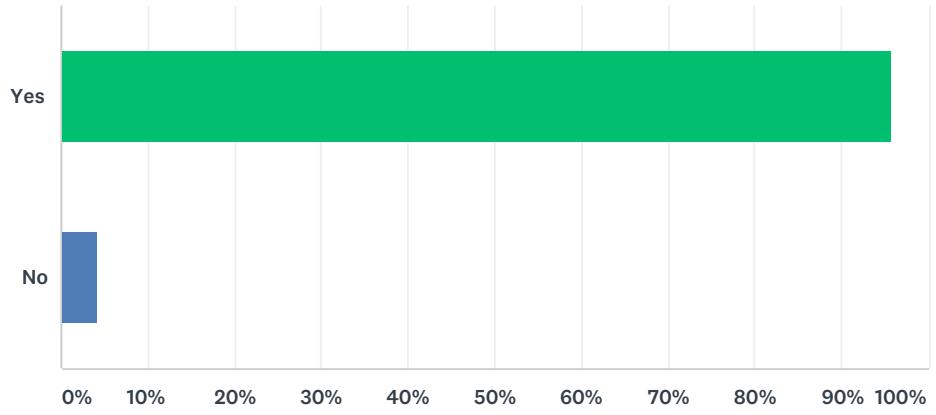
Answered: 5,110 Skipped: 2,302



ANSWER CHOICES	RESPONSES	
White or Caucasian	82.39%	4,210
Black or African American	4.48%	229
Hispanic or Latino	6.14%	314
Asian or Asian American	7.73%	395
American Indian or Alaska Native	1.49%	76
Native Hawaiian or other Pacific Islander	0.68%	35
Another race	4.25%	217
Total Respondents: 5,110		

Q22 Is English your primary language?

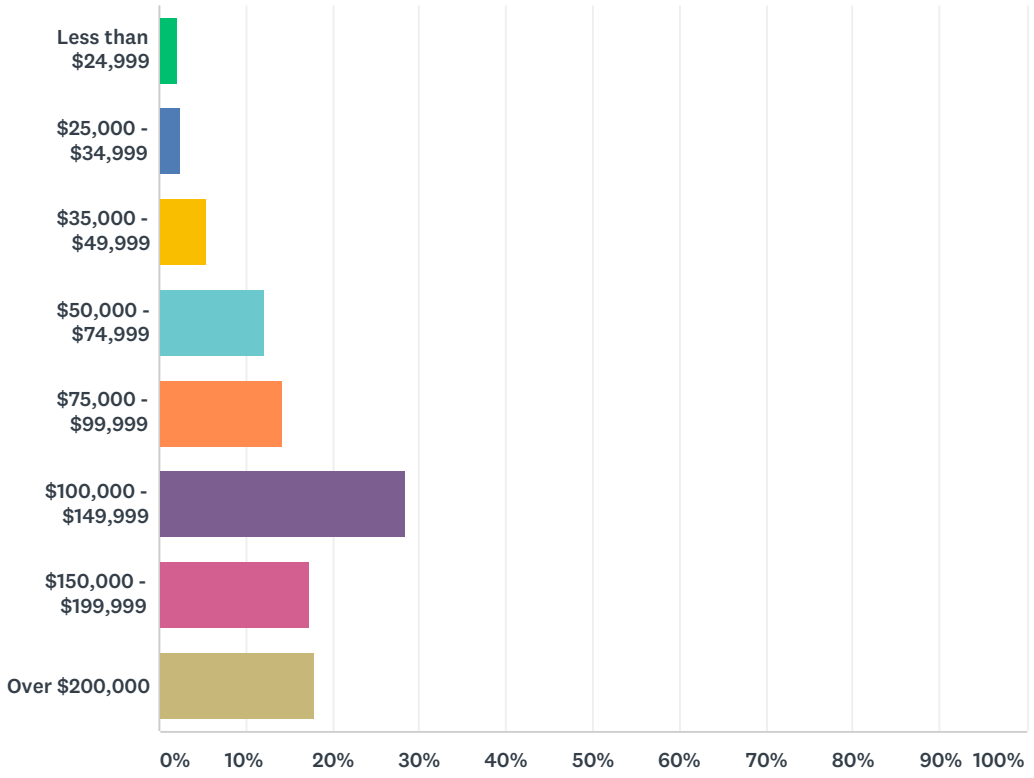
Answered: 5,275 Skipped: 2,137



ANSWER CHOICES	RESPONSES	
Yes	95.73%	5,050
No	4.27%	225
TOTAL		5,275

Q23 What is your yearly family/household income?

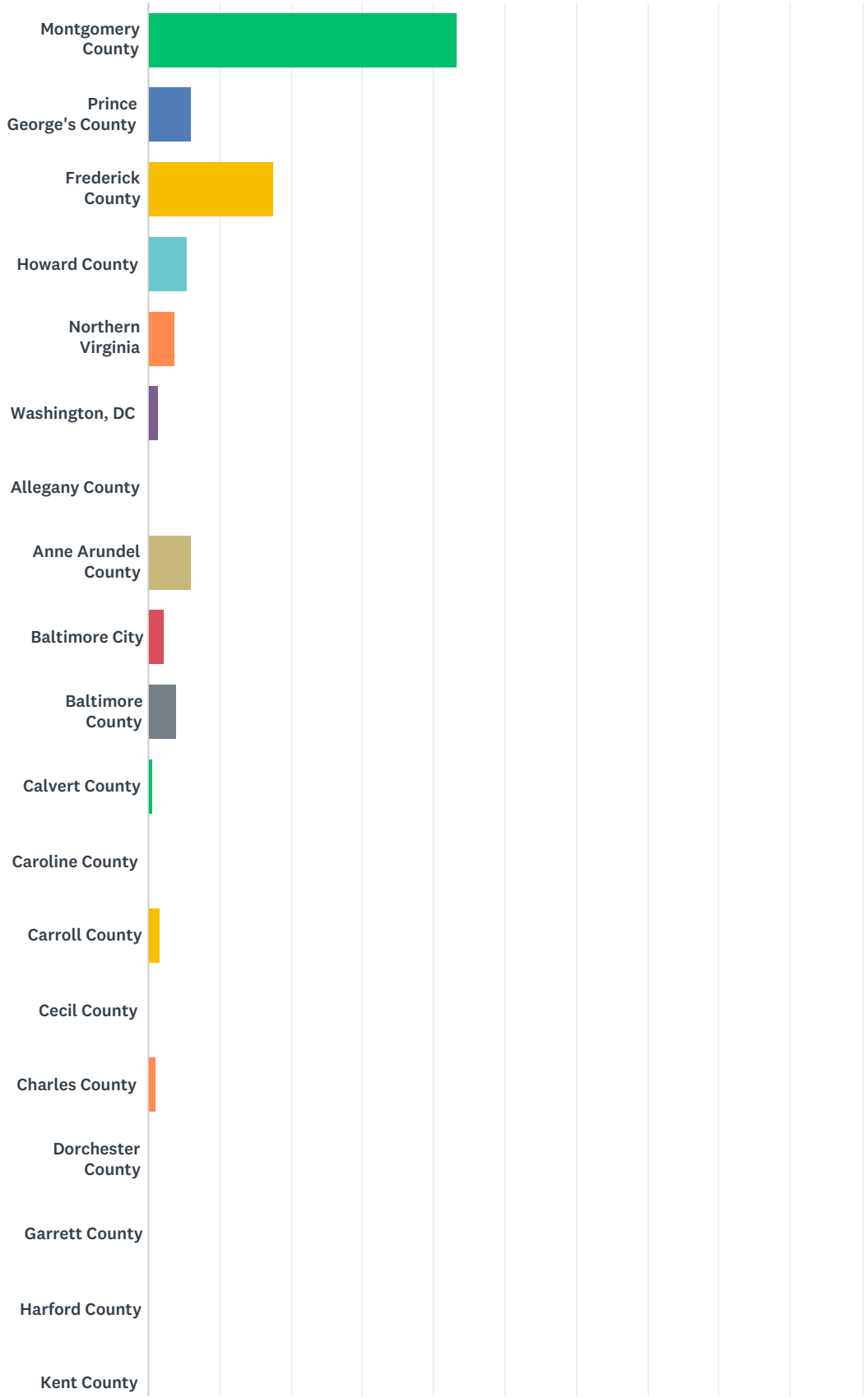
Answered: 4,829 Skipped: 2,583

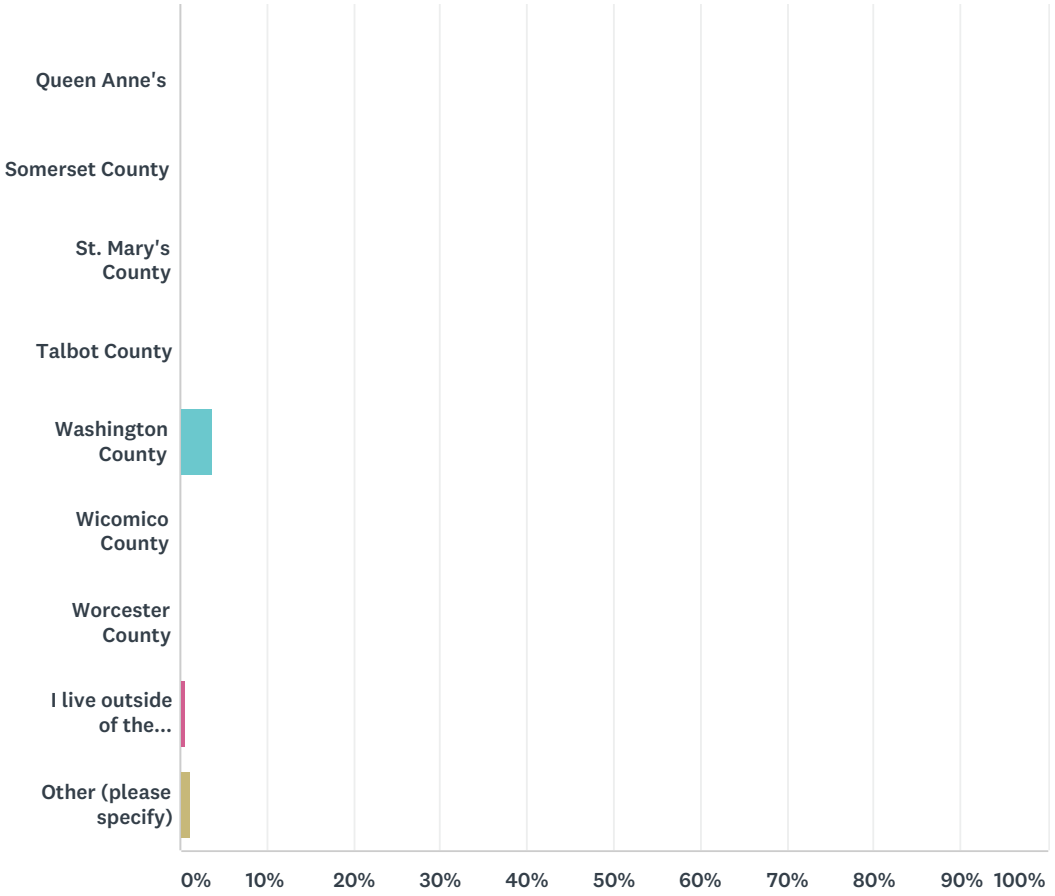


ANSWER CHOICES	RESPONSES	
Less than $24,999	2.20%	106
$25,000 - $34,999	2.44%	118
$35,000 - $49,999	5.40%	261
$50,000 - $74,999	12.03%	581
$75,000 - $99,999	14.19%	685
$100,000 - $149,999	28.41%	1,372
$150,000 - $199,999	17.27%	834
Over $200,000	18.06%	872
TOTAL		4,829

Q24 Where do you currently live?

Answered: 5,327 Skipped: 2,085





ANSWER CHOICES	RESPONSES	
Montgomery County	43.35%	2,309
Prince George's County	6.14%	327
Frederick County	17.55%	935
Howard County	5.54%	295
Northern Virginia	3.85%	205
Washington, DC	1.37%	73
Allegany County	0.04%	2
Anne Arundel County	6.04%	322
Baltimore City	2.27%	121
Baltimore County	3.98%	212
Calvert County	0.60%	32
Caroline County	0.00%	0
Carroll County	1.75%	93
Cecil County	0.02%	1
Charles County	0.96%	51
Dorchester County	0.02%	1

Garrett County	0.06%	3
Harford County	0.30%	16
Kent County	0.02%	1
Queen Anne's	0.23%	12
Somerset County	0.02%	1
St. Mary's County	0.28%	15
Talbot County	0.04%	2
Washington County	3.81%	203
Wicomico County	0.02%	1
Worcester County	0.00%	0
I live outside of the metropolitan Washington region	0.56%	30
Other (please specify)	1.20%	64
TOTAL		5,327

Q25 Yes, please add me to your email notification list (be sure email is in correct format -- username@provider.extension).

Answered: 1,291 Skipped: 6,121

ANSWER CHOICES	RESPONSES	
Name (first and last)	98.61%	1,273
Email Address	99.46%	1,284