

Action Committee for Transit, Inc.

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

March 19, 2008

Mr. Greg Hwang, Project Manager, Midcounty Corridor Study
Department of Public Works and Transportation
Division of Capital Development
101 Monroe Street-9th Floor
Rockville, MD 20850

Dear Mr. Hwang:

The Action Committee for Transit believes strongly that transit alternatives should be brought forward into the next phase of the Midcounty Corridor Study. Both a limited-investment (transportation demand management) alternative and at least one alternative involving major investment in transit should be analyzed.

One alternative in the analysis should include construction of slip ramps from the Germantown transit center to the I-270 HOV lanes so that Ride-On Route 100 can bypass traffic congestion in this area. This could either be part of the TDM alternative or as one of two or more higher-investment transit alternatives.

Another alternative that requires analysis in this study is a version of the Corridor Cities Transitway that is reconfigured so as to serve trips from Clarksburg and Germantown to Shady Grove. The enclosed map (also available on the internet at http://www.actfortransit.org/archives/images/CCT_20061202.jpg) shows several alignments that can be considered for such a reconfigured CCT.

Recent experience in our area proves the value of including transit alternatives in highway corridor studies. The Purple Line from Bethesda to New Carrollton first emerged ten years ago as one of the transit alternatives in SHA's study of adding limited-access lanes to the Beltway. When initial analysis found that rail in this corridor would have high ridership relative to its cost, the study was bifurcated into two separate projects; SHA continued to examine Beltway widening while MTA pursued the transit study.

The experience of the last half-century shows that investing in transit is the most effective way to improve transportation in congested areas. It would be a terrible mistake to dismiss transit alternatives for this corridor without detailed study.

Sincerely,

Ben Ross
President

cc: Council President Mike Knapp