

VI. COMMENTS AND COORDINATION

MD 210 MULTI-MODAL STUDY

**A. PUBLIC HEARING COMMENTS
(JUNE 2001)**

VI. COMMENTS AND COORDINATION

Summary of Public Involvement

A Focus Group comprised of local residents, business owners, elected officials, county representatives and SHA team members was formed in early 1998 and has met regularly throughout the study. The group's primary mission is to assist in the development of possible solutions for traffic congestion and safety concerns along the MD 210 corridor, to provide a local perspective to the study and communicate citizens' concerns to SHA team members.

The Maryland State Highway Administration (SHA) held an Alternatives Public Workshop on December 3, 1998 at Friendly High School in Fort Washington, MD. The purpose of the workshop was to update the public about the progress of the project and to involve the public in the development of improvement alternatives. The SHA presented concepts for public comment, and representatives from SHA, Maryland-National Capital Park and Planning Commission (M-NCPPC), Washington Metropolitan Area Transit Authority (WMATA) and Prince George's County received comments and answered questions posed by those in attendance. Approximately 260 people attended the Public Workshop. Following the Alternatives Public Workshop, SHA in coordination with the Federal Highway Administration (FHWA), reviewed both citizen and agency comments to determine the alternatives that should be studied in detail. Overall, there was nearly unanimous support for some type of improvement. A majority of attendees supported interchanges, but there was concern over the potential for induced traffic on side roads. Many wanted to see elements of the proposed 2020 transit network implemented, such as express bus service. Many provided input on specific operational problems occurring at the intersections and expressed concern about local access issues and proposed right of way effects.

The SHA held an Informational Public Workshop on May 15, 2000 at Friendly High School in Fort Washington, MD. The purpose of the workshop was to reacquaint the public with the need for the project and progress of the proposed Alternatives Retained for Detailed Study for potential environmental impacts, related projects and improvements. Approximately 180 people attended with 29 submitting written comments. The majority of comments favored interchanges, but many expressed concern regarding environmental impacts and the potential for induced development. Most attendees favored some form of mass transit improvements, mostly rail and enhanced bus service. The comments appeared to be evenly split for and against HOV lanes.

The SHA held a combined Location/Design Public Hearing on June 21, 2001 at Friendly High School. The purpose of the Public Hearing was to afford all interested persons the

opportunity to present their views regarding the proposed location and general design of the project alternatives, including the associated social, economic and natural environmental effects. Approximately 190 people attended with 27 providing oral testimony and 6 providing private testimony. There were also 74 citizen comments and 14 agency comments submitted in writing. Some of the main themes the citizens presented were:

- A Lack of Support for HOV – for various reasons including: the impacts of the "larger foot print", opposition to the concept of HOV, costs, concerns that HOV would only benefit Charles County residents at the expense of residents abutting MD 210;
- Support for the purple line across the Woodrow Wilson Bridge;
- General support for the creation of interchanges consistent with Capacity Option 2;
- Overall concern about woodland impacts (particularly with the HOV);
- Need to more specifically address pedestrian & bicycle issues;
- Need to address transit access and bus stop locations;
- Concerns that any improvements are only being done to facilitate Charles County traffic;
- Noise issues in the northern portion of the corridor;
- A perception that the real "choke" point is north of the project area, at the Beltway – (The study team feels that improvements associated with the Woodrow Wilson Bridge reconstruction should alleviate this perception); and
- The citizens did not want this corridor to look like Branch Avenue (with large concrete walls supporting an elevated roadway).

The SHA held a second Informational Public Workshop on September 26, 2002 at Friendly High School in Fort Washington, MD. Approximately 153 people attended the workshop with 26 submitting written comments. This workshop was held to acquaint the public with the progress of the study to date. Since the Public Hearing, the study team had identified a preferred alternative, Alternative 5A Modified. This alternative reflected the comments and concerns of the citizens and was a modification of an alternative that had been retained for detailed study. Displays showed the preferred alternative, alternatives previously considered,

potential environmental impacts, and other related projects. Some of the main issues the citizens submitted were:

- Concern about proposed stormwater management areas and the potential that they could attract mosquitoes and West Nile virus.
- Concern about many themes within the Brookside Park Condominium community including pedestrian issues, bus access, security, playground maintenance and upgrade of roadways and parking lots as well as induced cut through traffic;
- Need to address residential and business entrance and driveway connections to proposed side roads;
- Support for sidewalks and bike lanes on the proposed side roads;
- Concern about the induced traffic placed on Broadview Road from the proposed elimination of the Old Palmer Road intersection with Old Fort Road North east to MD 210;
- A lack of Support for HOV – for various reasons including: the impact of the "larger foot print" opposition to the concept of HOV, costs, concerns that HOV would only benefit Charles County residents at the expense of residents abutting MD 210;
- Need to address transit access and bus stop locations;
- Some citizens support of rail on MD 210;
- Some citizens suggested postponing the Record of Decision on MD 210.

A. **June 21, 2001 Location/Design Public Hearing Comments and SHA Responses**

The Maryland State Highway Administration (SHA) held a combined Location/Design Public Hearing on June 21, 2001 at Friendly High School. Mr. Charlie Watkins, District Engineer for SHA District 3, presided. The purpose of the combined Location/Design Public Hearing was to afford all interested persons the opportunity to present their views regarding the proposed location and general design of the project alternatives, including the associated social, economic and natural environmental effects. Approximately 190 people attended with 33 providing either oral public or oral private testimony (27 and six, respectively). There were also 74 citizen comments and 14 agency comments submitted in writing.

A complete transcript of all comments made at the hearing is available for review at the Project Planning Division offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received subsequent to the Public Hearing, along with SHA responses are included in the Public Hearing Comments Section. The following are summaries of the testimony provided at the public hearing.

Oral Public and Private Testimony

Summary of Frequently Stated Citizen Comments during Oral Testimony

Numerous speakers had similar comments on certain topics related to the MD 210 Multi-Modal Study. Such frequently heard comments are summarized as follows with the names of the speakers providing the comment and SHA responses:

1. **Comment:** Opposed to High Occupancy Vehicle (HOV) lanes on MD 210

Provided By: Bonnie Bick, Jean Burgess, Sarah Cavitt, Joan Creighton, Wesley Funk, Karen Hogue, Francis Holmes, Dick Krueger, Herbert Lavan, Paul Livingston, Mike McMertree, Scott Odell, Helen O'Leary, Dave Palmer, Edward Pickering, Lona Carlson-Powell, John Schnitzline, Francine Shaw-Whitson, Jean Wiggins, Olatunde Babayale, Scott Odell

SHA Response: Alternative 5A Modified is the SHA-Selected Alternative. Alternative 5A Modified does not include HOV lanes on MD 210 or any widening of MD 210 other than that necessary to support auxiliary lanes at the proposed interchange locations (Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South) and at-grade intersection widening locations

(Farmington Road and MD 373). With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in the form of rail, transit lanes or general use lanes. However, any such future consideration of additional capacity would require a full project planning study.

2. **Comment:** Support Rail Along MD 210

Provided by: Jean Burgess, Wesley Funk, Karen Hogue, Herbert Lavan, Paul Livingston, Mike McMertree, Dave Palmer, Edward Pickering, Rafik Renear, Ann Smith, Olatunde Babayale, Scott Odell, Sethia Taylor

SHA Response: An alternative that would provide rail along MD 210 was not developed for the MD 210 Multi-Modal study for two basic reasons. First, a rail alternative, such as light rail either in the median or to the outside of MD 210, would not satisfy the purpose and need for the project. One of the primary needs identified along MD 210 was to reduce the substantial and growing delays for side road traffic attempting to access MD 210 from adjacent communities. During peak hours, vehicles from side roads intersecting MD 210 experience substantial queues and delays over several traffic signal cycle lengths to access MD 210. Rail along MD 210 would exacerbate this concern since additional red or stop time would need to be allocated to the side road traffic signals to allow train passage, unless side road overpasses were also provided. Such overpasses are proposed for six of the primary MD 210 intersections with SHA-Selected Alternative 5A Modified. These overpasses alone, with no further capacity enhancements to MD 210, such as general use lanes, HOV lanes or rail, allow MD 210 to operate satisfactorily through the design year 2020. Travel demand model analyses for the MD 210 Multi-Modal study indicated that rapid transit along MD 210, in any form, would not result in a significant reduction to the volume of general through traffic on MD 210.

Second, both the Southern Maryland Mass Transportation Alternatives Study, completed in 1996, and the U.S. 301 Corridor Study, completed in 1998, considered multiple rail corridor alternatives in or adjacent to the MD 210 corridor, and each recommended that rail in these corridors be dropped from further consideration because of the following:

- Rail would have had significantly higher capital and lower cost recovery than alternatives in the MD 5/U.S. 301 corridor that are being evaluated further.
- The Rosecroft/Piscataway/MD 210 corridor through which many of the alignments were to be located is not slated for dense enough level of development to support rail.

- The rail corridors available would not have provided an efficient connection to the Metro system at any location, including the Branch Avenue Metro rail station.

With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in the form of rail, transit lanes or general use lanes.

3. **Comment:** Support Option 2 (interchanges at six locations from Kerby Hill Road to Old Fort Road South)

Provided by: Sarah Cavitt, Francis Holmes, Dick Krueger, Mabel Meares, Mike McMertree, Helen O’Leary, Edward Pickering, Lona Carlson Powell

SHA Response: SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

4. **Comment:** Support the Purple Line (rail across the proposed Woodrow Wilson Bridge)

Provided by: Nicholas Austin, Bonnie Bick, Jean Burgess, Paul Livingston, Edward Pickering, Lona Carlson-Powell

SHA Response: The Purple Line is being addressed under two efforts being conducting separately from the MD 210 Multi-Modal study – the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project.

5. **Comment:** Support Enhanced Transit Service in the MD 210 corridor

Provided by: Nicholas Austin, Joan Creighton, Karen Hogue, Francine Shaw-Whitson, Gloria Fitzgerald

SHA Response: The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. The additional capacity and operational improvements that will result from the proposed interchanges and intersection improvements associated with the Selected Alternative will improve travel times for all bus routes traveling on or across MD 210. Improved travel times for transit vehicles promote increased ridership and reduced transit operating costs. Each of the bus routes

and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot. Future transit service changes in this area will continue to be evaluated on an as-needed basis by the respective transit service agencies, independent of the MD 210 project.

6. Comment: Opposed to High Occupancy Toll (HOT) Lanes on MD 210

Provided by: Joan Creighton, Abe Dismoor, John Schnitzline, Francine Shaw-Whitson

SHA Response: As stated in Section II.D.6 – Alternatives Dropped From Consideration, at one point during the MD 210 Multi-Modal Study, the Maryland Department of Transportation included the MD 210 corridor as part of a statewide Value Pricing Feasibility Study, investigating high occupancy toll application in corridors that were considering HOV lanes. With the decision to not include HOV in the SHA-Selected Alternative for MD 210, HOT lane consideration on MD 210 has been dropped.

Individual Oral Testimony

1. Speaker: Nicholas Austin

Comments: Intern with the Coalition for Smarter Growth. Opposed to widening of MD 210. Recommends converting an existing lane on MD 210 into a HOV lane, increase commuter bus service in the corridor, build purple rail line across the Woodrow Wilson Bridge and focus development in more pedestrian friendly communities.

SHA Response: See response to frequently stated comments 4 and 5.

Conversion of an existing general use lane to HOV was not considered since unsatisfactory levels of service would result.

The Smart Growth Areas Act was enacted in October 1997 with the intent to direct state funding for growth-related projects to areas designated as Priority Funding Areas (PFA's). PFA's are existing communities and other areas designated for growth by local jurisdictions in accordance with the criteria outlined in the Smart Growth legislation. The Smart Growth Areas Act directs development to existing towns, neighborhoods and business areas by directing State infrastructure improvements to those places. Of the

approximately ten-mile long portion of MD 210 in the project area, all but 1.3 miles is within a PFA. The SHA-Selected Alternative includes numerous trail and sidewalk enhancements, including bike lanes and sidewalks on all proposed overpasses to enhance connectivity of communities on opposite sides of MD 210 and to existing shopping centers.

2. Speaker: Olatunde Babayale

Comments: President of the Tantallon South Civic Association. Supports consideration of a rail system on MD 210. Opposes HOV.

SHA Response: See response to frequently stated comments 1 and 2.

3. Speaker: Bonnie Bick

Comments: Member of the Campaign to Reinvest in the Heart of Oxon Hill. Supports a rail system on Woodrow Wilson Bridge and Smart Growth improvements. Opposes HOV.

SHA Response: See response to frequently stated comments 1 and 4 and to comment 1 under Individual Oral Testimony.

4. Speaker: Jean Burgess

Comments: Supports a rail system along MD 210 and purple line on Wilson Bridge. Opposes HOV on MD 210.

SHA Response: See response to frequently stated comments 1, 2 and 4.

5. Speaker: Sarah Cavitt

Comments: Focus Group member. Supports Option 2 along MD 210. Opposes HOV on MD 210.

SHA Response: See responses to frequently stated comments 1 and 3.

6. Speaker: Joan S. Creighton

Comments: Concerned about future economic development and quality of life of Prince George's County residents. Opposes HOV lanes, HOT lanes and interchanges on MD 210. Proposes more bus transportation within the study area.

SHA Response: See responses to frequently stated comments 1, 5 and 6.

Extensive coordination has taken place among SHA, Prince George's County, the MD 210 Focus Group and representatives of businesses, including shopping centers, in the corridor. Specific design elements of the SHA-Selected Alternative have been refined, based on comments received through this coordination to optimize accessibility and

visibility to existing and planned business operations along MD 210. The proposed interchange and intersection improvements associated with the SHA-Selected Alternative will substantially reduce delays for motorists accessing the shopping centers along MD 210. Proposed overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic will no longer be factored into the timing. Longer distance commuters will experience shorter delays as they exit and re-enter MD 210 to patronize the shopping facilities.

7. Speaker: Abe Dismoor

Comments: HOT toll lane concerns.

SHA Response: See response to frequently stated comment 6.

8. Speaker: Gloria Fitzgerald

Comments: Improvements are only making travel easier for Charles County residents. Support enhanced transit service.

SHA Response: See response to frequently stated comment 5.

9. Speaker: Kenneth Fulls

Comments: Concerned about existing traffic and the need to divert to alternate routes to avoid congestion.

SHA Response: See response to frequently stated comment 6.

Part of the purpose and need for the MD 210 Multi-Modal Study was to address the diversion of long distance through traffic onto secondary streets, which disrupts communities. SHA-Selected Alternative 5A Modified will address this concern by reducing delays on mainline MD 210 and alleviating the desire to divert off of MD 210. Other planned projects, such as the Woodrow Wilson Bridge reconstruction project, which includes a new MD 210 interchange with Oxon Hill Road will provide additional congestion relief and keep through traffic on the major routes, such as MD 210 and the Capital Beltway, where such traffic is intended.

10. Speaker: Wesley Funk

Comments: Supports a rail solution along MD 210 instead of HOV lanes.

SHA Response: See responses to frequently stated comments 1 and 2.

11. Speaker: Karen Hogue

Comments: Supports a rail system on Woodrow Wilson Bridge and along MD 210. Opposes HOV on MD 210. Environmental concerns; supports enhanced bus service.

SHA Response: See responses to frequently stated comments 1, 2 and 5.

The Draft Environmental Impact Statement presented the environmental impact results of studies to address both National Environmental Policy Act (NEPA) and U.S. Army Corps of Engineers Section 404 Permit requirements. NEPA focuses on environmental (socioeconomic and natural) analysis of alternatives, whereas the section 404 permit addresses specific impacts to wetlands and Waters of the U.S. in accordance with the Clean Water Act. Additionally, the study has addressed Section 4(f) requirements of the U.S. Department of Transportation Act. Impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and the effects would be offset through reforestation requirements.

12. Speaker: Francis Holmes

Comments: Concerns about air quality impacts. Opposed to HOV lanes on MD 210. Supports interchanges within the project area.

SHA Response: See responses to frequently stated comments 1 and 3.

Air quality documentation for the project has been prepared in accordance with the U.S. Environmental Protection Agency (US EPA), Federal Highway Administration (FHWA), and SHA guidelines. Air quality modeling is based on the predicted carbon monoxide (CO) concentrations obtained using the EPA CAL3QHC dispersion model for the no build and build alternatives. The results indicate there would be no violation of the 1-hour standard (35 ppm) and 8-hour standard (9 ppm) set forth in the State and National Ambient Air Quality Standards.

13. Speaker: Dion Johnson

Comments: Member of the Greater Accokeek Civic Association and the Wilson Bridge Stakeholder Committee. Supports a MD 210 underpass of MD 373 to promote community cohesion in the Accokeek area.

SHA Response: Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly, as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic analyses show that at-grade intersection improvements will provide adequate levels of service through the design year 2020. The cost of a grade separation, particular one that would take MD 210 below MD 373 at its current elevation, would be exponentially higher than the proposed at-grade improvement.

14. Speaker: Dick Krueger

Comments: Focus group member. Supports Option 2; suggests HOV commitment of funds would be premature and ill advised.

SHA Response: See responses to frequently stated comments 1 and 3.

15. Speaker: Herbert Lavan

Comments: Supports a rail solution along MD 210 instead of HOV lanes.

SHA Response: See responses to frequently stated comments 1 and 2.

16. Speaker: Paul Livingston

Comments: Member of Boyone Association. Supports a rail system, the purple line, on Woodrow Wilson Bridge and a feeder system along MD 210 as a future goal. Encourages infrastructure in place to support future rail expansion. Opposes HOV on MD 210.

SHA Response: See responses to frequently stated comments 1, 2 and 4.

17. Speaker: John Massey

Comments: Want to see an option to improve the MD 210/MD 373 intersection that doesn't further divide the community, such as a MD 210 underpass at MD 373. Too much highway width makes pedestrian crossings difficult.

SHA Response: Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly, as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic analyses show that at-grade intersection improvements will provide adequate levels of service through the design year 2020. The cost of a grade separation, particular

one that would take MD 210 below MD 373 at its current elevation, would be exponentially higher than the proposed at-grade improvement.

18. Speaker: Mike McMertree

Comments: Supports interchanges and a rail system along MD 210. Opposes HOV on MD 210.

SHA Response: See responses to frequently stated comments 1 and 2.

19. Speaker: Mabel Meares

Comments: As evidenced by other recent highway projects, interchanges cut businesses off visually from the highway and impair the visibility of surrounding scenery.

SHA Response: See response to frequently stated comment 3.

Extensive coordination has taken place among SHA, Prince George’s County, the MD 210 Focus Group and representatives of businesses, including shopping centers, in the corridor. Specific design elements of the SHA-Selected Alternative have been refined, based on comments received through this coordination to optimize accessibility and visibility to existing and planned business operations along MD 210. The proposed interchange and intersection improvements associated with the SHA-Selected Alternative will substantially reduce delays for motorists accessing the shopping centers along MD 210. Proposed overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic will no longer be factored into the timing. Longer distance commuters will experience shorter delays as they exit and re-enter MD 210 to patronize the shopping facilities.

Coordination with landscape architects to develop context sensitive, aesthetically appealing designs has also been undertaken as part of the MD 210 Multi-Modal Study. Landscape plantings, noise abatement and structural façade treatments will be among the items considered in final design to improve the visual quality of the project.

20. Speaker: Scott Odell

Comments: Planning team is not listening to the strong support for light rail and opposition to HOV on MD 210. Improvements at MD 373 need to maintain and promote cohesion in Accokeek.

SHA Response: See responses to frequently stated comments 1 and 2.

Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly,

as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic analyses show that at-grade intersection improvements will provide adequate levels of service through the design year 2020. The cost of a grade separation, particular one that would take MD 210 below MD 373 at its current elevation, would be exponentially higher than the proposed at-grade improvement.

21. Speaker: Helen O’Leary

Comments: Member of the MD 210 Focus Group and formerly of the citizen’s committee that drew up the Sub-region VII Master Plan. Supports Option 2; opposes HOV. Concerned about potential woodland impacts.

SHA Response: See responses to frequently stated comments 1 and 3.

Impacts to woodlands, even those within existing SHA right-of-way as is the case with most of the projected woodland impacts, would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law. The effects would be offset through reforestation requirements.

22. Speaker: Dave Palmer

Comments: Supports a rail solution along MD 210 instead of HOV lanes. Concerned that Old Fort Road North Interchange Option C will result in through traffic using local neighborhood streets in the northeast quadrant of the MD 210/Old Fort Road North interchange.

SHA Response: See responses to frequently stated comments 1 and 2.

Traffic operations at the MD 210/Old Fort Road North intersection are such that peak hour traffic entering or crossing MD 210 from the side road often required several signal cycles to go through the intersection. The short auxiliary lanes and the close proximity of the service roads created high levels of congestion for the side road traffic. Frustrated northbound drivers attempt to bypass this congestion using the service road running parallel to MD 210 onto Old Palmer Road. By replacing the existing intersection with an interchange, consistent with the county master plan, traffic is projected to operate at an acceptable level of service (LOS B or better) in the design year 2020. The interchange will require the removal of the service road between Centennial Drive and Old Fort Road

North. It is expected that a slight increase in local traffic will occur using Broadview and Centennial Streets in lieu of the existing service road. However, the increase should be drivers accessing local destinations and not through traffic, which was previously using the service road to bypass the congested MD 210/Old Fort Road North intersection. SHA and Prince George's County will coordinate to determine existing maintenance and roadway conditions to see if improvements are needed to accommodate possible additional traffic on the county roads.

23. Speaker: Edward Pickering

Comments: Supports a rail system, the purple line, on Woodrow Wilson Bridge and along MD 210 as a long-term goal. Supports Option 2; opposes HOV on MD 210.

SHA Response: See responses to frequently stated comments 1, 2, 3 and 4.

24. Speaker: Lona Carlson Powell

Comments: Member of Greater Accokeek Civic Association. Opposes HOV on Route 210. Supports Option 2 improvements, Metro rail on Woodrow Wilson Bridge, and more effective transit in the Route 5/301 corridor. Concerned about options proposed at MD 210 and MD 373.

SHA Response: See responses to frequently stated comments 1, 2, 3, 4 and 5.

Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly, as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

Separate project planning studies are underway, including the US 301 Northern Corridor and US 301 Southern Corridor studies, which are investigating improved transit measures in the Route 5/301 corridor.

25. Speaker: Rafik Renear

Comments: Member of the Civic Association, South Potomac Citizens Association of Fort Washington. Supports a rail solution along MD 210.

SHA Response: See response to frequently stated comment 2.

26. Speaker: Michael Rose

Comments: Concerned about sound barriers, pedestrian and bus access along MD 210 in the Wilson Bridge Drive area.

SHA Response: Currently, bus service is provided by WMATA in the northern end of the study corridor (i.e., along MD 210 in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road). SHA-Selected Alternative 5A Modified would result in disruption to this service as a result of the proposed interchange ramps that would render many of the existing bus stops difficult or unsafe to access either for the buses, the patrons or both. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot.

As part of the SHA-Selected Alternative, the traffic signal at Wilson Bridge Drive will be removed and the median will be closed, resulting in right-in, right-out movements only with MD 210. Improvements will be made to the internal roadway network for the Brookside Condominiums and Wilson Towers Apartments to provide the full range of access to MD 210 at the Kerby Hill Road interchange. The proposed two-way service road, using the existing access road alignment, will be designed to handle school and transit buses as well as emergency equipment.

Receptor sites within Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with a SHA Selected Alternative. Upon review of the results, SHA in collaboration with FHWA, directed that barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements, be included with the SHA Selected Alternative, and remain under consideration in final design. Barriers along southbound MD 210 in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments meet the reasonableness and feasibility criteria.

27. Speaker: John Schnitzline

Comments: Concerned with HOV options, particularly Alternative 5B and any consideration of HOV 3; deforestation at Fort Washington Road with the proposed build alternatives. Would like the study team to consider replacing the proposed

Livingston/Palmer Road and Old Fort Road North interchanges with a combined interchange at a new location. Pedestrian needs should be considered.

SHA Response: See response to frequently stated comment 1.

Impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and the effects would be offset through reforestation requirements. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges and intersection improvements to allow community access from either side of MD 210.

Moving the southbound exit ramp to south of the interchange would decrease woodland impacts, but would be substantially more circuitous for the large volume of traffic oriented to the east side of MD 210 at this location.

Consolidating the proposed Livingston/Palmer Road and Old Fort Road North interchanges into one location has not been considered since it is inconsistent with the master plan, would have substantial impacts to properties on the east and west sides of MD 210, and would place additional traffic on Livingston Road, which is counter to the project's purpose and need.

28. Speaker: Ann Smith

Comments: Supports a rail solution along MD 210.

SHA Response: See response to frequently stated comment 2.

29. Speaker: Sethia Taylor

Comments: Supports a rail solution along MD 210.

SHA Response: See response to frequently stated comment 2.

30. Speaker: Donna Warren

Comments: Requests additional traffic studies on MD 210 since original counts did not take into account the opening of the Branch Avenue Metro Station, at which ridership has exceeded projections.

SHA Response: Traffic counts and collection of different types of traffic data, such as signal timing and origin-destination surveys, have been updated throughout the MD 210 Multi-Modal Study. Traffic volume counts have been updated since the opening of the Branch Avenue station. Regional travel demand models, maintained by the Metropolitan Washington Council of Governments, and refined in this study, have been used to make traffic projections in the MD 210 corridor. These models have taken into account the Branch Avenue station. Although ridership at the Branch Avenue station has exceeded

initial expectations, the model's predictions for the design year (2020) appear consistent with the current levels of ridership and pace of growth.

31. Speaker: Tracy Hunt White

Comments: Treasurer of River Vent Estates Homeowners Association. In favor of improving MD 210, group does not have a position on which design is best. Concerned about future economic development in local community.

SHA Response: See response to frequently stated comment 2.

The Draft Environmental Impact Statement presented the environmental impact results of studies to address National Environmental Policy Act (NEPA) requirements. NEPA focuses on environmental (socioeconomic and natural) analysis of alternatives. Additionally, the study has addressed Section 4(f) requirements of the U.S. Department of Transportation Act.

Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail or any other studies/improvements in the future. The SHA-Selected Alternative will support future economic development by enhancing accessibility to the numerous shopping centers in the project area and reducing travel times for commercial (as well as all other) traffic on MD 210.

32. Speaker: Francine Shaw Whitson

Comments: Opposes HOV lanes and interchanges on MD 210 because of community disruption; also concerned the HOV lanes may become HOT toll lanes. Concerned about lack of multi-modal details in brochure. Supports rail within Prince George's County.

SHA Response: See responses to frequently stated comments 1, 3, 4 and 5.

The proposed interchanges associated with the SHA-Selected Alternative will have a positive effect on community cohesion in several ways. First, vehicular delays will be reduced for traffic traveling from one side of MD 210 to the other. Under current conditions, the MD 210 at-grade intersections operate at or beyond capacity, thus requiring several signal cycles to clear. In the attempt to maximize capacity, these signal cycles have been increased to 3.5-minutes, which is the maximum practicable cycle length for intersections of this type. Delays of this magnitude discourage travel from one side of MD 210 to the other. Grade separated interchanges are needed at six intersection locations from Kerby Hill Road to Old Fort Road South to provide satisfactory levels of service through the design year 2020.

Second, the six proposed interchanges associated with the SHA-Selected Alternative include bridges over MD 210 that will each accommodate safe and efficient pedestrian

and bicycle travel across MD 210. On-road bike lanes as well sidewalks behind the proposed curb will be included with each proposed overpass.

33. Speaker: Jean Wiggins

Comment: Opposes HOV lanes on MD 210. Concerned about lack of sidewalk and bike path details in brochure.

SHA Response: See response to frequently stated comment 1.

Proposed improvements include sidewalks and wider outside lanes for bikes throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation. Coordination between SHA and community residents will be maintained throughout the project planning and design phases. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

June 21, 2001 Location/Design Public Hearing Comments and SHA Responses

Written Comments

Summary of Frequently Written Citizen Comments

Numerous writers had similar comments on certain topics related to the MD 210 Multi-Modal Study. Such frequently written comments are summarized as follows with the names or number of writers providing the comment and SHA responses:

1. Comment: Opposed to High Occupancy Vehicle (HOV) lanes on MD 210

Provided By: Forty-nine (49) of seventy-four (74) respondents opposed HOV along MD 210.

SHA Response: Alternative 5A Modified is the SHA-Selected Alternative. Alternative 5A Modified does not include HOV lanes on MD 210 or any widening of MD 210 other than that necessary to support auxiliary lanes at the proposed interchange locations (Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South) and at-grade intersection widening locations (Farmington Road and MD 373). With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in

the form of rail, transit lanes or general use lanes. However, any such future consideration of additional capacity would require a full project planning study.

2. **Comment:** Support Rail Along MD 210

Provided by: Twenty-seven (27) of seventy-four (74) respondents support rail along MD 210.

SHA Response: An alternative that would provide rail along MD 210 was not developed for the MD 210 Multi-Modal study for two basic reasons. First, a rail alternative, such as light rail either in the median or to the outside of MD 210, would not satisfy the purpose and need for the project. One of the primary needs identified along MD 210 was to reduce the substantial and growing delays for side road traffic attempting to access MD 210 from adjacent communities. During peak hours, vehicles from side roads intersecting MD 210, experience substantial queues and delays over several traffic signal cycle lengths to access MD 210. Rail along MD 210 would exacerbate this concern since additional stop or red time would need to be allocated to the side road traffic signals to allow train passage, unless side road overpasses were also provided. Such overpasses are proposed for six of the primary MD 210 intersections with SHA-Selected Alternative 5A Modified. These overpasses alone, with no further capacity enhancements to MD 210, such as general use lanes, HOV lanes or rail, allow MD 210 to operate satisfactorily through the design year 2020. Travel demand model analyses for the MD 210 Multi-Modal study indicated that rapid transit along MD 210, in any form, would not result in a significant reduction to the volume of general through traffic on MD 210.

Second, both the Southern Maryland Mass Transportation Alternatives Study, completed in 1996, and the U.S. 301 Corridor Study, completed in 1998, considered multiple rail corridor alternatives in or adjacent to the MD 210 corridor, and each recommended that rail in these corridors be dropped from further consideration because of the following:

- Rail would have had significantly higher capital and lower cost recovery than alternatives in the MD 5/U.S. 301 corridor that are being evaluated further.
- The Rosecroft/Piscataway/MD 210 corridor through which many of the alignments were to be located is not slated for dense enough level of development to support rail.
- The rail corridors available would not have provided an efficient connection to the Metro system at any location, including the Branch Avenue Metro rail station.

With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in the form of rail, transit lanes or general use lanes.

3. **Comment:** Support Option 2 (interchanges at six locations from Kerby Hill Road to Old Fort Road South)

Provided by: Charles Dais, Scott Ducar, Fred Gamble Jr., Toni Kaloz, Dan Lieman, Robert Patterson, Russell Peterson, Edward Pickering, Raymond Shanahan, David Turner, Fred and Rena Walzel, Raymond Yarnell

SHA Response: SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

4. **Comment:** Support Enhanced Transit Service in the MD 210 corridor

Provided by: Isaac and Cynthia Brown, Joan Creighton, Serena Davis, John Gregg, Rhonda Hanson, Phil and Susan Jones, Edward Pickering, John Rittenhouse, Elizabeth Vance, Nancy Wagner

SHA Response: The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. The additional capacity and operational improvements that will result from the proposed interchanges and intersection improvements associated with the Selected Alternative will improve travel times for all bus routes traveling on or across MD 210. Improved travel times for transit vehicles promote increased ridership and reduced transit operating costs. Each of the bus routes and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot. Future transit service changes in this area will continue to be evaluated on an as-needed basis by the respective transit service agencies, independent of the MD 210 project.

In lieu of copying all SHA response letters, the following is a sample copy of the SHA response letter sent in July 2001 to all respondents who submitted written comments. The mailing list of all respondents is also included.

July 2001

Name
Street Address
Town, State, Zip Code

Dear Respondent:

Thank you for your comments concerning the MD 210 Project Planning Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project. We anticipate that a selected alternative for this project will be identified this Fall.

We wanted to acknowledge the receipt of your comments and that they will be included in the public hearing transcript. Due to the importance of each comment, a more detailed response to your concerns will be forwarded at a later date.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Your name is on our mailing list and you will be notified of future progress on this initiative. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins. He can be reached at 410-545-8548 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____

Dennis M. Atkins
Project Manager
Project Planning Division

cc: Ms. Cynthia D. Simpson
Mr. Charlie Watkins (w/incoming)

Mr. Philip Ager
12608 Livingston Road
Fort Washington MD 20744

M' M. Bell
P. O. Box 75
Fort Washington MD 20744

Mr. & Mrs. William Cavitt
415 River Wood Drive
Fort Washington MD 20744

M' A. T. Cocca
12411 Asbury Drive
Fort Washington MD 20744

Mr. Steve Berry
921 Palmer Road
Fort Washington MD 20744

Ms. Daniela Bostic-Clark
16600 Livingstn Road
Accokeek MD 20607

Ms. Joan S. Creighton
12205 Riverview Road
Fort Washington MD 20744

Mr. Charles Dais
9711 Traverse Way
Fort Washington MD 20744

Ms. Jill F. Brawner
542 Wilson Bridge Drive
Apt. C2
Oxon Hill MD 20745

Ms. Elaine M. Erichetti
13118 Larkhall Circle
Fort Washington MD 20744

Ms. Serena E. Davis
306 E. Tantallon Drive
Fort Washington MD 20744

Mr. David L. Dejardins
11001 McKay Road
Fort Washington MD 20777

Mr. & Mrs. Isaac W. Brown
8011 Murry Hill Drive
Fort Washington MD 20744

Ms. Michelle Buckingham
14606 Catus Hill Road
Accokeek MD 20607

M' W. A. Dixon
1406 SkipJack Drive
Fort Washington MD 20744

Mr. Milton Ellerbe
107 Battersea Lane
Fort Washington MD 20744

Ms. Katherine Budner
15005 Fort Trail
Accokeek MD 20607

Ms. Joan Cannon
300 Careybrook Lane
Oxon Hill MD 20745

Mr. W. Frucht
707 Clavert Lane
Fort Washington MD 20744

Mr. George M. Garner, Jr.
15404 Old Marsh Hall Road
Accokeek MD 20607

Mr. Clark L. Glenn
7514 Bellefield Avenue
Fort Washington MD 20744

Mr. Carl Gotzner
1285 Old Landing Road
Accokeek MD 20607

Mr. Tim Kankus
13701 Piscataway Drive
Fort Washington MD 20744

Ms. Millie Kriemomeyer
16900 Mattawoman Lane
Waldorf MD 20601

Mr. John Gregg
2011 Dania Drive
Fort Washington MD 20744

Mr. Kevin Hannon
10002 Edgewater Terrace
Fort Washington MD 20744

Mr. Richard Krueger
700 Muirfield Circle
Fort Washington MD 20744

Mr. Michael S. Leventhal
1130 Apple Valley Road
P.O. Box 217
Accokeek MD 20607

Mr. & Mrs. David Hoffman
14 Laurel Drive
Accokeek MD 20607

Ms. Diane Holder
6971 Heather Drive
Accokeek MD 20607

Mr. Dan Lieman
13216 Park Lane
Fort Washington MD 20744

Mr. John Massey
16225 Livingston Road
Accokeek MD 20607

Mr. Adam Holzager
7517 Catone Court
Oxon Hill MD 20745

Mr. Dion Johnson
215 Gingrich Drive
Accokeek MD 20607

Ms. Arlene Munsick
7903 Indian Head Highway #408
Oxon Hill MD 20745

National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington DC 20576

Mr. & Mrs. Phil Jones
1520 Laurel Drive
Accokeek MD 20607

Mrs. Arnold Kaloz
2229 Rosedell Place
Fort Washington MD 20744

Ms. Dorothy H. Odell
14601 Bond's Retreat Road
Accokeek MD 20607

Mr. Robert B. Patterson
1204 Van Buren Drive
Fort Washington MD 20744

Ms. Shirley A. Pearson
536 Wilson Bridge Drive
A1
Oxon Hill MD 20745

Mr. Russell L. Peterson
7704 Den Meade Avenue
Fort Washington MD 20744

Ms. Nancy M. Wagner
1910 Bryna Point Road
Fort Washington MD 20744

Mr. Edward W. Pickering
1100 Montezuma Drive
Fort Washington MD 20744

Mr. Michael Realo
2751 Colonial Road
Accokeek MD 20607

Mr. John Rittenhouse
16110 Bealle Hill Road
Waldorf MD 20601

Mr. Gerald D. Slawecki
9911 Indian Queen Point
Fort Washington MD 20744

Mr. & Mrs. Andrew Suniga
10324 Old Fort Road
Friendly MD 20744

Tantallon South Civic Association
P. O. Box 441465
Fort Washington MD 20744

Mr. Raymond Tarnell
17108 Livingston Road
Accokeek MD 20607

Ms. Elizabeth E. Vance
300 Careybrook Lane
Oxon Hill MD 20607



Tantallon South Civic Association

P. O. Box 44,465
Fort Washington, Maryland 20744
(301) 203-5659 email: tantalloncommunity@juno.com

Tantallon South Civic Association

June 21, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Subject: Comments on MD 210 Project Planning Study

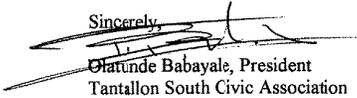
Dear Sirs:

Tantallon South Civic Association is the civic association for those southern Prince George's County citizens living in the area roughly bounded by Ft. Washington Road, Swan Creek Road and Old Fort Road (South). We welcome this opportunity to offer our comments on the MD 210 upgrade project.

Our citizens will be impacted principally by changes that will be made to the intersections of Ft. Washington Road, Swan Creek Road and Old Fort Road South with MD 210. In general our comments are that we support the concept of interchanges at these intersections to eliminate the current traffic signals but we are strongly opposed to HOV lanes. We object to the widening that would be required, to the great uncertainty of tying into an area-wide HOV system and we question the benefit to our community. We favor Alt. 5A Option D at Ft. Washington Road, Alt. 5A Option E at Swan Creek Road and Alt 5A Option B or C at Old Fort Road South.

We know that this study has excluded consideration of any rail service in the 210 corridor. We want to be on record as favoring the concept of bringing rail service to this part of the County and request that the matter be revisited and not disregarded out of hand. Thank you.

Sincerely,


Olatunde Babayale, President
Tantallon South Civic Association

Supplemental Response:

Alternative 5A Modified is the Selected Alternative which includes Fort Washington Road Interchange Option D, Swan Creek Road Interchange Option G and Old Fort Road South Interchange Option C. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Both the Southern Maryland Mass Transportation Alternatives Study, completed in 1996, and the U.S. 301 Corridor Study, completed in 1998, considered multiple rail corridor alternatives in or adjacent to the MD 210 corridor. However, the study recommended that rail in these corridors be dropped from further consideration because of the following:

- They would have had significantly higher capital and lower cost recovery than alternatives in the MD 5/U.S. 301 corridor, which are being evaluated further.
- The Rosecroft/Piscataway/MD 210 corridor through which many of the alignments were to be located is not slated for dense enough level of development to support rail.
- They would not have provided an efficient connection to the Metro system at any location, including the Branch Avenue Metrorail station.

Based on these findings, any type of rail link along the MD 210 corridor was excluded from consideration in the MD 210 Multi-Modal Study.

VI-26

1

2

1

2

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT
 Name Philip Ager Date 4 July 2001
 Address 12608 Livingston Road
 City/Town FORT WASHINGTON State MD Zip Code 20744-2738

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road			<input checked="" type="checkbox"/>				
Palmer Road					<input checked="" type="checkbox"/>		
Old Fort Road North					<input checked="" type="checkbox"/>		
Fort Washington Road						<input checked="" type="checkbox"/>	
Swan Creek Road							<input checked="" type="checkbox"/>
Old Fort Road South					<input checked="" type="checkbox"/>		
Farmington Road	<input checked="" type="checkbox"/>						
MD 373	<input checked="" type="checkbox"/>						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)? *NO, BUT I*
 1.) yes 2.) no *Freight*
 Check if you carpool or would be willing to carpool if convenient park and ride services were available *commute into VA*

Have you ever used side roads to avoid congestion on MD 210?
 1.) yes 2.) no *on a motorcycle*

If there are any additional comments or inquiries you would like to share with us please list them below.

- I'd like to see 210 widened to accommodate future HOV use.
BUT I wouldn't implement HOV until connecting highways offer an HOV option (especially I-295). (1)
- I hope overpasses will consider bicyclists and pedestrians!
I certainly want more sidewalks (2)
- I want to prevent further sprawl in Charles County!

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Phillip Ager

Supplemental Response:

Alternative 5A Modified is the Selected Alternative No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. (1)

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g. sidewalk connections, crosswalks, etc.). Coordination between SIA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current pedestrian/bicycle plans show connections to the Henson Creek Trail at the Palmer/Livingston Road interchange. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today. (2)

VI-27

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG22/A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM I-95/I-495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD

M. Bell

Supplemental Response:

See response to frequently stated comment 2.

Alternative 5A Modified is the SHA-Selected Alternative. No HOV lanes, metro rail or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However, this alternative does not preclude future studies such as rail, HOV or any other studies/improvements along MD 210 in the future.

PLEASE PRINT NAME M. Bell DATE 6-28-01
ADDRESS P.O. Box 75
CITY Fort Washington STATE MD ZIP 20749

I/We wish to comment or inquire about the following aspects of this project:

Kindly consider the possibility of
Metro rail as an alternative to HOV
or other suggested alternatives.
Rail is the best alternative for
long term development and planning.

Please add my/our name(s) to the Mailing List

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name STEVE BERRY Date 6-21-2001
Address 921 PALMER ROAD
City/Town FORT WASHINGTON State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

WIDENING TO 4 LANES ONLY AT ALL LOCATIONS

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

THE INTERSECTION DESCRIBED AS "LOCATION C" DOES NEED IMPROVEMENTS. LONG TERM RESIDENTS, WHICH INCLUDES MYSELF DON'T WANT THIS INTERSECTION RISED WITH ADDITIONAL ROAD NOISE. WE SUGGEST: IMPROVING ENTRANCE & EXIST RAMPERS FROM PALMER RD TO MD210, MAKING MD 210 4 LANES AND IMPROVED TRAFFIC SIGNALS.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Steve Berry

Supplemental Response:

See response to frequently sated comment 1.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads create congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. By replacing the existing intersections with interchanges as proposed under the build alternate, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

Alternative 5A Modified is the SHA-Selected Alternative including Interchange Option B at the Palmer/Livingston Road intersection; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-29

1

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Daniela Bostic-Clark Date July 4, 2001
Address 16600 Livingston Rd.
City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road	NO	NO	NO				
Palmer Road	NO			NO	NO	NO	
Old Fort Road North	<input checked="" type="checkbox"/>						
Fort Washington Road	<input checked="" type="checkbox"/>						
Swan Creek Road	<input checked="" type="checkbox"/>						
Old Fort Road South				NO	NO		
Farmington Road	<input checked="" type="checkbox"/>						
MD 373	<input checked="" type="checkbox"/>						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

improve timing of traffic lights (1)

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

- Please add my/our name(s) to the Mailing List
- Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Daniela Bostic-Clark

Supplemental Response:

See response to frequently stated comment 1.

SHA's Office of Traffic and Safety (OOTTS) continually monitors and optimizes signal timing and phasing. At the request of several focus group members, OOTTS representatives have monitored MD 210 and have confirmed little, if any, further improvement in operations or reduction in delays can be made by further changes in signal timing along the corridor. (1)

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

VI-30

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Jill F. Brawner Date 6/21/01
Address 542 Wilson Bridge Drive #C2
City/Town Oxon Hill State MD Zip Code 20745

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				
Palmer Road						<input checked="" type="checkbox"/>	
Old Fort Road North						<input checked="" type="checkbox"/>	
Fort Washington Road						<input checked="" type="checkbox"/>	
Swan Creek Road				<input checked="" type="checkbox"/>			
Old Fort Road South				<input checked="" type="checkbox"/>			
Farmington Road				<input checked="" type="checkbox"/>			
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Jill F. Brawner

Supplemental Response:

There is a right-in/right-out proposed for the entrance of Wilson Bridge Drive. This will allow motorists to enter and exit the community, without having to wait for the signal to change to go northbound on MD 210. Motorists leaving Wilson Bridge Drive will make a right turn onto MD 210 southbound to use the proposed Interchange Option C at Kerby Hill Road to go north towards Washington, D.C. It will take about the same amount of time as it would to wait for the signal to change on MD 210 at Wilson Bridge Drive. This is because the signals on MD 210 are designed to balance priority between the main road versus the side streets in proportion to the volume of traffic on each approach. With expected increasing traffic volumes in 2020, the existing condition is expected to worsen substantially in the future if the Selected Alternative proposed improvements were not constructed.

See response to frequently stated comment 1. Alternative 5A Modified is the SHA-Selected Alternative. The specific Alternative consists of: intersection/interchange options included in the SHA-Selected Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-31

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT
 Name ELAINE M. BRICCETTI Date 6/20/01
 Address 13118 LARKHALL CIRCLE
 City/Town FT. WASHINGTON State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate? NONE

1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

There is one solution not mentioned above. Close down MD228. Impossible I know, but the problem is due to Charles county residents taking MD228 to PG county to reach their jobs in VA or DC. The residents of Southern PG county are victims of the richer white residents in Charles county. Consider the latest statistics from US Census of Population:

	Charles County	Prince Georges County
Medium 1997 household money income	\$54,110	\$47,882
Racial Breakdown, 2000:		
% white	68.5	27.0
% black	26.1	62.7

I imagine PG resident's taxes will pay for one of these shortcuts, won't they? Why am I not surprised?

Elaine M. Briccetti

Elaine M. Briccetti

P.S. I happen to be white.

Elaine Briccetti

Supplemental Response:

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternate, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS B or better) in the design year 2020.

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-32

1

1

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Isaac Ward Cynthia L. Brown Date 6/21/01
Address 8011 Murray Hill Drive
City/Town FT Washington State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?
1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

*Metro Rail System
Bus in OFF PEAK hours*

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?
1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?
1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

- ① *Our property borders 210. I do not sell property value increase plans.*
- ② *Concern for the ecological preservation of trees, wetland & parklands. - The need for bike and pedestrian friendly road accessibility. Then there is the "Noise" factor - due to over-development & urban sprawl, the tractor and motorcycle noise along the 210 corridor has become unbearable especially during patriotic holidays, etc. - Community 30 many three vehicles*

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.
 Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List
Our names are NOT already on the mailing list.

Isaac W. and Cynthia L. Brown

Supplemental Response:
See response to frequently stated comment 1, 2, 4

A comprehensive landscaping plan was presented to the public for this project. Impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and the effects would be offset through reforestation requirements. There are minimal impacts to wetland and parklands but all impacts to these resources would have to be mitigated.

Receptor sites within the Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with the Selected Alternative. Upon review of the results, SHA in collaboration with FHWA, directed the barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements be included with the Selected Alternative.

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current plans also show connections to Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-33

①

②

③

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

NT Michelle Buckingham Date 7/4/01
146016 Cactus Hill Rd,
Aacokee K State MO Zip Code 20607

INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

of the 3 mainline options of MD 210 do you think are most appropriate?

1.) HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road	<input checked="" type="checkbox"/>						
Palmer Road	<input checked="" type="checkbox"/>						
Old Fort Road North	<input checked="" type="checkbox"/>						
Fort Washington Road	<input checked="" type="checkbox"/>						
Swan Creek Road	<input checked="" type="checkbox"/>						
Old Fort Road South							
Farmington Road	<input checked="" type="checkbox"/>						
MD 373	<input checked="" type="checkbox"/>						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

Community suggests mass transit - light rail is the most attractive option. Make 228 a toll road so those coming from Charles Co. pay a toll, causing more to choose the Rt 5/301 option. Support business growth in Waldorf so folks don't need to commute, vibration or heavy development.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Michelle Buckingham

Supplemental Response:

See response to frequently stated comment 1, 2.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

MD 228 is outside the study area for this planning study and thus MD 228 tolls were not considered as part of this project.

Encouraging businesses to locate into the Waldorf area is not a MD 210 project goal. In general, transportation projects are designed to address a traffic need within a defined study area. For this project, a 2020 design year was used and the study team developed improvements that would provide for acceptable traffic operations in that design year within the MD 210 corridor. Overall, improvements may help businesses within the study area, due to the reduction in congestion, and better access.

VI-34

1

2

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name KATHERINE Budner Date July 4, 2001
Address 15005 Fort Trail
City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	✓						
Kerby Hill Road	✓						
Palmer Road	✓						
Old Fort Road North	✓						
Fort Washington Road	✓						
Swan Creek Road	✓						
Old Fort Road South							
Farmington Road	✓						
MD 373	✓						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no *on occasion*
Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

295 & Indianhead Corridor need Metro or light Rail.
Stop putting \$ into this road. Use it to improve
our schools. Put a toll booth on Rt 228 so
all the Charles County residents who clog 210
have to pay to use it. (1)

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Katherine Budner

Supplemental Response:

See response to frequently stated comment 1, 2.

MD 228 is outside the study area for this planning study and thus MD 228 tolls were not considered as part of this project. (1)

Alternative 5A Modified is the Selected Alternative. Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-35

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Rudolph Burton Date 6/20/01
Address 3210 Kingsway RD
City/Town H. Wash. State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	✓						
Kerby Hill Road		✓					
Palmer Road	✓						
Old Fort Road North	✓						
Fort Washington Road	✓						
Swan Creek Road	✓						
Old Fort Road South				✓			
Farmington Road	✓						
MD 373	✓						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Rudolf Burton

Supplemental Response:

See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

VI-36

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name F. CANESTRO Date 6-30-01
Address 13104 DISCATAWAY DRIVE
City/Town FT. WASHINGTON State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road			<input checked="" type="checkbox"/>				
Palmer Road						<input checked="" type="checkbox"/>	
Old Fort Road North						<input checked="" type="checkbox"/>	
Fort Washington Road						<input checked="" type="checkbox"/>	
Swan Creek Road							<input checked="" type="checkbox"/>
Old Fort Road South					<input checked="" type="checkbox"/>		
Farmington Road				<input checked="" type="checkbox"/>			
MD 373				<input checked="" type="checkbox"/>			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

F. Canestro

Supplemental Response:

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude widening to provide HOV, additional general use lanes or transit in the median of MD 210 in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

JOAN CANNON
300 CANTON BRIDGE LAKE
OXON HILL, MD 20745

HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

Please circle the most appropriate number

Was the brochure well laid out and easy to follow? 1 2 3 4 5

Comments: Please - NO HOV - ON 210, NO HOV ON Woodrow Wilson Bridge, RAIL - needed to build into Woodrow Wilson Bridge, We need Metro Stop in Oxon Hill, We need to redevelop downtown Oxon Hill, Metro - needed linking VA to Oxon Hill

Was each part of the brochure easy to understand? 1 2 3 4 5

Purpose of Study 1 2 3 4 5

Purpose of Hearing 1 2 3 4 5

How to Comment on the Project 1 2 3 4 5

Program Status 1 2 3 4 5

Project History 1 2 3 4 5

Project Need 1 2 3 4 5

Smart Growth 1 2 3 4 5

Existing Condition 1 2 3 4 5

Congestion Management System 1 2 3 4 5

Alternatives Currently Under Consideration unknown 1 2 3 4 5

Environmental Summary 1 2 3 4 5

Remaining Steps in the Project Planning Process 1 2 3 4 5

Typical Sections 1 2 3 4 5

Hill
THANKS
Joan
Cannon

Which part of the brochure was the most valuable? - MAPS & ARTICLES
MAPS - TO LITTLE TO UNDERSTAND

Which part of the brochure was the least valuable? _____

What suggestions do you have for improvement? MAPS - HARD TO READ - VISUALLY IMPAIRED - USE SMALL PRINT

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it by mail.

MD 210
From I-95/I-495 to MD 228
PROJECT NO. PG 221A11

Joan Cannon

Supplemental Response:

See response to frequently stated comment 1, 2 and 4.

Encouraging development in the downtown Oxon Hill area is not a MD 210 project goal. In general, transportation projects are designed to address a traffic need within a defined study area. For this project, a 2020 design year was used and the study team developed improvements that would provide for acceptable traffic operations in that design year within the MD 210 corridor. Overall, improvements may help businesses within the study area, due to the reduction in congestion, and better access.

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-38

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT Name SARAH CAVITT Date 06-21-01
 Address 415 RIVER WOOD DRIVE
 City/Town FORT WASHINGTON State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road			<input checked="" type="checkbox"/>				
Palmer Road					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Old Fort Road North					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Fort Washington Road					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Swan Creek Road					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Old Fort Road South					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Farmington Road	<input checked="" type="checkbox"/>						
MD 373	<input checked="" type="checkbox"/>						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no *not now!* Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

Please see remarks at hearing.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Mr. And Mrs. William Cavitt

Supplemental Response:

See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name PAUL CLARK Date 7/4/01
Address 16600 LIVINGSTON RD
City/Town ACCOCREEK State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Palmer Road	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Old Fort Road North	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Fort Washington Road	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Swan Creek Road	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Old Fort Road South	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Farmington Road	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			
MD 373	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Paul Clark

Supplemental Response:

See response to frequently stated comment 1.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHIA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

VI-40

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name _____ Date 6/27/01
Address _____
City/Town _____ Zip Code _____

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road			X				
Palmer Road					X		
Old Fort Road North				X			
Fort Washington Road					X		
Swan Creek Road				X			
Old Fort Road South				X			
Farmington Road				X			
MD 373				X			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

FIXING TRAFFIC THRU ROAD WORK IS TOO LATE — PROBLEM IS FIX REZONING SPREE TO HIGHER DENSITY + DOWN ZONING HELPS. IF U DONT GIVE THE PATIENT THE ILLNESS, NO NEED FOR A CURE!!!

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

- Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

WITH MD ZONING LAWS/PAC'S, it is a lost cause!!

TA Cocca

Supplemental Response:

See response to frequently stated comment 1.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

The improvements proposed as part of the SHA-Selected Alternative have been analyzed for their ability to handle traffic volumes forecasted for the design year 2020 using the Metropolitan Washington Council of Governments cooperative land use forecasts. The SHA-Selected Alternative, with the above described intersection improvement options, is projected to provide satisfactory level of service in the corridor and is consistent with the applicable master plans.

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CREIGHTON

12205 Riverview Road
Ft. Washington, MD 20744
June 21, 2001

Mr. Dennis M. Atkins
Project Manager
Project Planning Division
Maryland State Highway Administration
P.O. Box 717
Mail Stop C-301
Baltimore, MD 21203-0717

Dear Sir:

Re: Economic Impact of MD 210 Multi-Modal Study on Prince George's County

The road and interstate highways that pass through this County are the infrastructure of the County and can make or break the future of the County. Since these roads are such an important part of our infrastructure, it is important that they be reviewed for the economic impact that they will have on the future of the County and on the quality of life in the County.

Last year's Alternatives Public Workshop for MD 210 and your current study plans give me concern for the future economic development of the County. Upon close review of the alternatives and the current plans, it appears that the sole purpose of the study is to carry passenger cars from point A to Point B. Point B is hypothetically the District of Columbia or Virginia. Point A appears to be Charles County and Counties further south. The Primary objective seems to be to get Southern Maryland commuters through/past Prince George's County and on to their destination without being delayed while passing through our County as fast as possible.

These objectives do not satisfy the requirement for ensuring the future economic development or the quality of life of Prince George's County residents. Improving the roads in this County provides a major opportunity to improve the County itself. There are three major issues that should be considered along with the environmental impact on the County Residents.

**ECONOMIC CONSIDERATIONS
THE GREYING OF THE COUNTY
TRANSPORTATION OF COUNTY CITIZENS**

Economic Considerations: I have been a representative to the District 4 Concerned Citizens Association and am also on the Board of the Potomac Valley Citizens Association and have listened for several years while the County Citizens complained that there is no quality shopping in the County and no viable transportation system in the County. Coupled with these complaints was considerable discussion on how we had to go to Virginia or Charles County to shop. The citizens got it right a couple years ago when they decided to "buy here." The campaign to buy in Prince George's County has had a positive effect on the economic development in the County. Not only are we finally being given serious consideration by chain stores and higher quality retail but the buy here philosophy has provided more jobs for our citizens, more money circulating in the County and therefore more sales and income taxes paid to the County and the State with a result of more services provided to the Citizens.

If we disrupt the ability of our citizens to buy in Prince George's County, we will harm the commercial and business entities already in the County. Such reduction in the sale of goods and services in the County will result in a negative economic impact through loss of jobs, taxes and growth. We have already had some disruption as a result of the road improvements. A prime example is the Branch Avenue and Allentown Road interchange. The new interchange makes it

Joan S. Creighton

Supplemental Response:

See response to frequently stated comment 1, 2, 4.

The Draft Environmental Impact Statement for the MD 210 Multi-Modal Study presents the results of studies that have been completed to address both National Environmental Policy Act (NEPA) and U.S. Army Corps of Engineers Section 404 Permit requirements. NEPA focuses on environmental (socioeconomic and natural) analysis of alternatives, whereas the Corps Section 404 permit addresses specific impacts to wetlands and Waters of the U.S. in accordance with the Clean Water Act. In addition, the study has addressed Section 4(f) requirements of the U.S. Department of Transportation Act. Refinements will continue to be made to the proposed alternative, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

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very hard for someone to get off Branch Avenue at Allentown Road to shop in the stores on Allentown Road. I myself have many times gone down Branch Avenue with the intention of getting off on Allentown Road only to find that I missed the get off point with the result that I did not shop there. The shopping center located at this interchange has very little chance of being redeveloped and enhanced unless this interchange is improved to make it easier for people to make a quick stop in the Shopping Center. Without such improvement that Shopping Center is doomed to become a ghost Center and a hang-out.

In reviewing the MD 210 proposals, I fear that we have the same opportunity to disrupt the very little commercial development that is currently situated along the 210 corridor as the revisions provide opportunities to overfly the intersections having commercial activity. This will kill the little commercial development and jobs that currently exist in this area. I have also reviewed the proposals for Branch Avenue and the St. Barnabas Road corridor and have the same concerns about the economic impact of the light rail proposal that would destroy the existing commercial on St. Barnabas Road. There is very little commercial development in the southern area of this County. That development is primarily along the connecting roads (e.g. St. Barnabas, Allentown, Woodyard/Piscataway, Rt. 210, Branch Avenue, Pennsylvania Ave. and Marlboro Pike.) These roads form a grid that provide the main infrastructure of the Southern PG County and provide the lifeblood in terms of shopping and jobs for this part of the county. Any disruption of this existing development will seriously affect the livelihood, economics and overall well-being of the County. Prince George's County should not be sacrificed to satisfy the needs of other Counties who did not plan ahead for their own growth. Roads through this county should encourage those passing through to shop here and not just to by-pass this County.

The Greying of the County. Like all other places in the United States, the County's citizens are getting older. As the people of the County age, they need new and better ways to go shopping and to get around. In order to keep the County vibrant and healthy we need to provide public transportation for our senior citizens so that they can go shopping without reliance on taxicabs, personal assistance or the need to drive. Right now we have a bus that they can call to take them to specific locations at specific times. We need to do better. We need a comprehensive public transportation plan that allows our seniors and everyone else to get from their homes to centers of shopping and employment without the need for a car.

Transportation of County Citizens. The southern area of the County since the demise of the old DC Transit System has never had an effective system of transportation to help the citizens get around. All the State and County efforts have been directed to automobiles and roads. This has had a significant negative impact on all Prince Georges County residents. Teenagers can't get to jobs in the county without their own car. Seniors can't get to Doctors or shopping without a car. We need a system of transportation similar to that of Montgomery County Ride-on buses that will connect existing parking lots and residential communities with centers of commercial development in the County. Because this part of the County has been so ignored in the offering of public transportation, we do not have the means to support our own economic development. One need only look at the result of the use of the Green Line when we finally got it to see that the people at this end of the County will use public transportation if it is offered.

Environment. The current information concerning the planning for Rt. 210 suggests that there will be no impact on the historical districts, the Clean Water Act, the wetlands and waterways, or the endangered species. I think this is a little premature. Because of the closeness of the Broad Creek, the Potomac River, tributaries of the Chesapeake Bay, wetlands and habitat for the Bald Eagle, the Osprey, Canadian Goose, wild ducks and other species who live in and about the strip of land between Rt. 210 and the Potomac River we should tread very carefully in any disruption to the existing development in that area. This includes the proposed development of the Harbour and the strip of land between Oxon Hill Road and Rt. 210 previously known as the Kerby property. Your study for Rt. 210 also suggests a population growth along Ft Washington Road that would appear impossible given the availability of non-wetland undeveloped ground in the Ft. Washington Road

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area. With respect to the Historic Property, your own report points out that there are four historic properties in the MD 210 Project Planning Study. We should take care to protect these properties, especially the Oxon Hill Manor and the Broad Creek Historic District, which have very rich histories.

Recommendations:

Strongly recommend the following traffic initiatives be pursued prior to disruption of existing roads and commercial development along MD Rt. 210. Many of these initiatives can be implemented easily and without the expense and time required by the existing study and will eliminate much of the existing traffic and thereby the need for new traffic patterns for the MD 210 corridor.

- Alternative method of transportation** such as a bus or rail (similar to old DC Transit system) down the median strip for either Branch Ave or Indian Head or both. Branch Ave would be more logical for rail since they have a metro stop on that corridor. For the Indian Head corridor ride-on busses that connect the existing parking lots with the existing Metro buses and the Branch Ave. Green Line. These initiatives alone would have a significant impact on the traffic on MD 210.
- A good bus transportation system with frequent trips to other transportation centers** would alleviate much of the congestion. Bus should be coordinated to run concurrent with the existing bus schedule from the district to the bus stops on Branch Ave and on Indian Head Highway. ***This alternative could be implemented without a study and probably at less cost than the proposed study.*** It's possible that only two shuttle busses running back and forth from existing parking lots on Indian Head and Branch Ave to the existing bus stops would do the job
- Build the 12-lane Wilson Bridge including the proposed Rail which should be supported by ride-on bus transportation from and to the Green Line.** Current congestion on Indian Head is mostly restricted to rush hours for three months of the year (Sept. to Nov.) The primary cause of the morning rush hour build-up is the funnel effect of the existing three lanes of MD 210 narrowing down to two lanes at the intersection with the Beltway. *This narrowing of the highway and the undersized bridge are largely responsible for the choke point, which causes the back-up onto MD 210.* This needs to be corrected prior to the construction of the new Bridge. Whatever it takes there needs to be at least two additional lanes on the Oxon Hill Road beltway overpass. A quick fix would be to give the three lanes on MD 210 the right of way to the three lanes passing over the beltway instead of giving right of way to the turn lanes from Oxon Hill Rd. The last construction on this area helped but the planning was inadequate to alleviate the choke point. The new plans have the potential to create an even greater choke point. Failure to correct this choke point will make any other improvements on MD 210 impotent.
- Ferry System emanating from the already commercialized Bryan's Road area.** A parking lot adjacent to the shopping center with shuttle bus to the ferry would add an interesting feature to the Maryland transportation system and could possibly be a tourist attraction as well. This would help alleviate congestion during the construction of the new 12 lane Wilson Bridge.
- The I-95 bypass project as previously proposed.** The I-95 Bypass project would take much of the interstate truck traffic out of the rush hour and would also negate the need for additional traffic lanes on MD 210.
- HOV Lanes are not needed.** Other experiments with HOV lanes in the Metro area have proved they do not work and only cause additional lanes to be taken out of service for the commuters.

Request we be kept informed of all meetings, plans and proposals including the MD 21, Wilson Bridge Project, the Oxon Hill Road Project, St. Barnabas Road and Branch Avenue Studies.

Sincerely


JOAN S. CREIGHTON

Copies to:

Mr. Jim Estepp, 9th District, Prince Georges County

The rail decision along the Woodrow Wilson Bridge is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210.

I-95 Bypass Project is outside the study area for this planning study and thus was not considered as part of this project. The Ferry System study was completed and it was determined the system was not economically viable therefore it was not considered as part of this project.

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.