

Dear Council President Berliner and fellow Councilmembers,

The WOSG Transportation Improvement Plan has had a wide range of comments submitted to Council. The Hillandale Citizens Association would like to augment our previously offered comments to address various recommendations and encourage a fuller discussion of issues.

Some larger community members have characterized WOSG issues into black/white, supporting/not supporting VIVA White Oak. Hillandale represents a third option: suggesting fine tuning of the plan and implementation so all development can serve all area residents and businesses. We believe that Development in Hillandale must fit Hillandale and work into the larger whole of the WOSG area.

With this premise, the Executive Committee of the Hillandale Citizens Association has several additional comments to offer County Council:

1. It is now clear that transportation needs of Hillandale, and possibly other areas have not been fully addressed in the MoCo DOT proposal. We request that the study be referred to Park and Planning. Furthermore, we suggest that the stakeholder meetings promised at the onset of this policy be held, and public input solicited on the plan. This should be completed as expeditiously as possible, within 30 or 60 days.
2. The Elton Road Slip Ramp has been specifically requested by the Duffie Companies and the Greater Colesville Citizens Association. This proposal is not new. There is a long history as to why this approach was derailed by our State Delegates and State Senator. The impacts to the Hillandale Forest neighborhood is tremendous. Alternatives suggested by HCA to SHA have not been developed. Furthermore, the suggested slip ramp was disregarded during the WOSG Master Plan and it is not in the list of needed infrastructure projects for the plan's implementation.
3. The cost of short bikeways has been a target for cost reductions by many. This is a very short-sighted approach. Although HCA may agree that some, like the one for Elton, are questionable, others including New Hampshire and Powder Mill are meaningful in the 25-year LATR outlook. Given the pressure to have a robust non-auto-drive-mode share across the plan area, having safe bike options for residents in established residential neighborhoods to peddle to the retail areas and BRT stations will be very important to limit vehicle travel.

4. The object of the pro-rata approach was to have a simple yet effective policy resulting in new and improved transportation facilities to meet the needs of new development. Given that actual improvements will require the prioritization of specific projects, and then CIP funding from the County, a community safe guard is needed. Since one of DOT's design standards was an intersection Level of Service (LOS) E, we suggest building upon this standard. We would like Council to add a provision to the legislation stating that **ALL KEY INTERSECTIONS** will be assessed biennially, and when an intersection reaches a LOS E, a CIP revision will be authorized to implement the corrective improvement within a two-year window.