

Name: Wilson Holly

Joint Public Hearing Date: N/A— 07/15/20

Type: Voicemail

Transcription:

Yes, good morning Wilson Holly calling from Chevy Chase.

Regarding the 495 270 Managed Lane Study. Ahh - referring specifically to Highway 270. Why don't they do all of the construction at night? Like every other state on the west coast does? Idaho does it - California does it - Oregon - does it - Washington state does it - Montana does it - Nevada does it. I don't know - I don't understand why you can't do it at night. You've got the halogen lights to illuminate the area. So I would hope that you would get serious consideration of doing it at night as opposed to messing up all of the highway traffic that 270 takes during the daytime. And you can't flip Lanes on 270 because that doesn't work. Any - any questions, concerns, or comments? Call me [redacted]. Thank you.

Name: Garine Magary

Joint Public Hearing Date: 8/18/20

Type: Voicemail

Transcription:

Hi, my name is Garine Magary. I live at 4803 Broad Brook Drive in Bethesda, Maryland 20814.

I have heard from multiple sources that it is very difficult to even leave a message - um - for live testimony. So I'm just making sure you guys are aware of this and it's not a great thing that people can't leave their testimony - and who wants to come in person with this pandemic. So maybe you want to look into that and adjust your messages. Thanks.

Name: Garine Magary

Joint Public Hearing Date: 8/18/20

Type: Voicemail

Transcription:

Good morning. My name is Garine Magary and I live at 4803 Broad Brook Drive in Bethesda, Maryland 20814.

Um - My first comment is that this whole plan is completely antiquated and irresponsible. This is an opportunity to change the course for the better, for the longevity of our population, the local economy, the environment, and more. Um - You can look to European and dense US cities. What do they invest in? It certainly is not wider roads. It's trains. It's different modes of transport. You have to really put your thinking caps on and not just build, build, build. Number two - the Coronavirus. I don't understand why this is even still a consideration when much of the area is still working from home and probably for the foreseeable future. Companies are realizing that is manageable and even more productive than having people come into school - I'm sorry - come in to work. Even if school were to open next year, it still would not fill the roads and it's just not responsible for Maryland to do this. Number three - the Purple Line. This is a complete foreshadowing of what will happen with this P3 Project. The Purple Line is unfinished because of a financial dispute. Who pays this bill? The taxpayers do - and this huge sum of this Project is not going to go unpaid by people who live in Maryland. This is just irresponsible financially. Also, people who claim to be using these tolls will routinely - routinely go out of their way to avoid these tolls. If they are high and unmanageable to pay for, who is going to pay for these? No one will be taking these roads. Number three - sorry - Number four - Water Management. Have you accommodated for the intense rain fall that is the norm for summers in DC? I don't think you have. Current drainage is problematic all along 495, especially Rock Creek, and when you remove the ground that absorbs that water, where does all the new water go? And it's the same in the wintertime. If we have melting snow or an ice storm - all that water needs to go somewhere. So, the surrounding roads and the trails flood - and this will only be exacerbated by building more lanes. Number five - Where are your plans to restore the old canopy of trees that line the Beltway now and what about other environmental disruptions that will happen. Will you move quickly and accurately to resolve these - or will you push them under the rug and not deal? Number six - Noise Walls. Right now, we live behind the Beltway right now and it is loud. Probably about 20 decibels above recommended average noise levels. What are your plans to re-establish noise absorption and deflection? This needs to be a hard commitment - not a potential - that we need to have this in concrete writing to the residents who... [recording ends].

Name: Garine Magary

Joint Public Hearing Date: 8/18/20

Type: Voicemail

Transcription:

Hi, this is Garine Magary again.

I got cut off. I guess my comments are too long. Part two - Noise Walls. It is loud right now with about 20 decibels above the recommended average noise - and I would like to know concrete plans to re-establish these noise walls. Um - A suggestion or a possible promise are not enough. This needs to be in writing and it needs to be guaranteed to the residents who line this massive roadway. And my last point - the disruption. Historic homes and neighborhoods line the Beltway now - they have been here before the existing Beltway was built in a 60's. Expanding the Beltway will destroy the vitality and spirit of these neighborhoods. Playgrounds, basketball courts, and green spaces will be bulldozed and because there's not a lot of land to spare, they will not be replaced. So what are the kids and the residents of these areas supposed to do? I would like to know these questions answered. Thanks for your time.

Name: Kathleen Michels

Joint Public Hearing Date: 9/10/20

Type: Voicemail

Transcription:

Hello, my name is Kathleen Michels (K-a-t-h-l-e-e-n-M-i-c-h-e-l-s) - Kathleen Michels.

I'm calling -um - to register my comments against the 495--widening of the 495/295. Ah -The number one - the impacts on parkland and adjacent communities is unacceptable for the - the arguable - um - benefits. Um - And actually, it will just increase congestion because - um - will encourage more people to be in the cars and those people will be most - um - especially people who can afford to pay. So, uh - wealthy people who can afford to pay large amounts and don't care, will whiz by on these expanded lanes while everybody else will still be stuck in congestion. Um - So I want um - the environmental costs are unacceptable. The incredible cost of moving the, uh - the infrastructure - underground infrastructure - um, has not been factored in adequately. The impacts of the north - Northwest Branch, and Sligo - um- Sligo Creek , and the Anacostia ultimately, again, are unacceptable. I live at 1701 Ladd (L-a-d-d) Street, Silver Spring, Maryland 20902 and my phone number is [redacted]. Thank you.

Name: Michael Sakata

Joint Public Hearing Date: 8/18/20

Type: Voicemail

Transcription:

Michael Sakata - Maryland Transportation Builders and Materials Association - Hearing for the P3 Program Joint Public Hearing.

Hi. Michael Sakata, President and CEO of Maryland Transportation Builders Materials Association, which has been and continues to serve as a voice for Maryland Transportation Industry since 1932. Our association is comprised of over 200 members and it promotes and protects the needs of transportation construction and materials industry. Our association, and its members, support the I-495/270 P3 Program and are ready to supply the workforce and materials needed to get Maryland moving again. I don't think anyone doubts the traffic concerns around I-270 and I-495 are terrible and cause an insurmountable amount of stress to Maryland residents any time they get on those roads - or really any of the surrounding roads. We desperately need a solution and this Project is the proven answer. In reference to the recent TRIP report, we have the second-worst congestion in the country. Maryland's interstate system is vital to Maryland's transportation network and the backbone of the state's economy. More than 80 percent of the length of Maryland's urban interstate is congested. Travel on Maryland's interstate highway is increasing at a rate nine times faster than the rate at which new lane capacity is being added. Not only will this solve - this project - solve our biggest concern, that being traffic, but has so many other additional benefits. The Program is expected to create 117,000 to 143,000 new jobs - high paying, high quality, highly skilled jobs. MDOT has planned a robust inclusion requirement, which requires that Maryland residents do the construction. In a recent project in Atlanta, Georgia where they implemented express toll roads, they found that rush hour speeds on the highway have doubled - more than 28 miles per hour to 40 miles per hour. Private involvement will alleviate the maintenance cost of a new construction, saving the state millions of dollars to the future. Just to maintain the current road that I-495/I-270, the State will need to invest 1.7 billion dollars that comes - that comes with no congestion relief. Instead this Project will free up that 1.7 billion dollars for other vital projects in the state. Congested, costing our local economy, 1.3 billion dollars in added cost per year. This drives up the cost of doing business, causing residents and taxpayers foot the bill. Please support the I-495/270 P3 Program. Once again, Michael Sakata, Maryland - President and CEO, Maryland Transportation Builders Materials Association. Thank you for your... [recording ends].

Name: Vicky Torrance

Joint Public Hearing Date: 9/10/20

Type: Voicemail

Transcription:

Hello, my name is Vicky Torrance. I'm a resident of Prince George's County. I live in Upper Marlboro, Maryland. I'm also a commuter - um - and use, ah- use the Beltway on a regular basis. I worked in Virginia - in Herndon, Virginia to be exact - um, for six years and - um - in doing so I've had to do commuting back and forth, often times utilizing the, um - the, um toll lanes to get here from Upper Marlboro to Herndon. And though there tolls were set up to - I guess - help with the traffic flow, traffic is still heavy. Getting on those lanes may save time, but it can also cost a lot of money. Um, our area does have a lot of traffic - and um, if anything, I think it's a hardship - hardship - on the - on the - um - commuters. Um - I don't think that - um - if this is the way that the Planned Options are - um - set up for these anticipated - um - toll lanes for 495 to 270 and which the um - the tolls that would be it would be instituted would be - um - go up in - cost due to traffic - or the amount of traffic. Um - I just - there's got to be a better way, to me. I think that I would rather see something introduced with HOV lanes um - to um - add those if that's what you want on the greater part of 495 versus those that I think oh right now are showing up on 270. Um, ah - also being a resident of Prince George's County, um - I'm also not for - um - the fact that so many of us from the county leave the county and have to commute whether it's around the Beltway - um - one way or the other. Um - As I said, I commute back and forth to work - um - from here to work from Herndon, Virginia. I'm mainly a remote employee because the hardship really - um - was ahh - was - it was making an impact whether I would keep my job due to the tolls that were taking place - or that do take place - in between um-um Virginia's 495 and - and 95 and - and then I-66 - um and so I'm grateful to be able to work remotely. Um - I still do a lot of work that takes me outside my home -um for my - my job as well as just within my community - um - with volunteerism and - ah - with church activities and activities for my - um - family and... [recording ends].

Name: Vicky Torrance

Joint Public Hearing Date: 9/10/20

Type: Voicemail

Transcription:

Hello, I'm not sure if my comment went through or not. So, I'll just repeat it one more time. My name is Vicky Torrance. I'm a resident in Prince George's County, um- Maryland. Um - I'm in Upper Marlboro. I just want to say for the record that I am not pleased with the idea that they would be toll roads on 495 - um - and I-270. I just feel like that's an extreme, um - especially since we've never even done HOV on this section of 495. Um - Pennsylvania Avenue is the area where um - I get off most often um - to do - to go to work when I've had to work um - um outside of my home as well as for any of the community and church activities that I do. Um - and um - so I'm not in favor of tolls. Um - For the record, I do - my main office for my job is in Herndon, Virginia and I've been working for federal government for six - six years. Um - During that time, I was commuting back and forth and um - between two rush hours of Maryland and Virginia and then getting on I-66 um - and um - often times took the toll because the traffic was so heavy even with the tolls - um and trying to leave accordingly either super early in the morning or super late at night didn't always work. And so, I - it just became a hardship to work - um and was looking to leave my job because of um - either being to work late or having to pay tolls to get to and from work and so my job has allowed me to work remotely now and um - but as I said - my - when I think about 495 and 270 and tolls, I just feel like there's got to be a better way. I wasn't pleased with the fact that - you know the kind of tolls - that we are considering would be tolls that would actually cost more as traffic goes up. We have um ah - traffic delays here. There's lots of - um ah - there's accidents -there's a lot of things that happen around the Beltway of 495 that impact um - our traffic - and so the idea that we would um - have to pay more just to do - to get to and from work and activities just seems ah - a bit harsh to me. Um - we're not even doing toll roads at this end of 495 - I'm on the end of 4- um of um- Pennsylvania Avenue. So HOV hasn't been tried - nothing like that. So I feel like um - to go to a toll system that would actually penalize workers - especially Prince George's County residents with most of us leaving the county to go to work whether it be in DC, further up in Maryland... [recording ends].

Name: Vicky Torrance

Joint Public Hearing Date: 9/10/20

Type: Voicemail

Transcription:

My name is Vicky Torrance. I'm from Prince George's County Maryland. Um - I'm not sure if the messages are gone through so I pardon -pardon me. Um - if you've seen this message again, I will say please accept this message the third time because it's probably the most concise um - that I'll be - if it had gone through. Um - I am not for or 495/I-90 - 270 tolls. I feel like most of us in Prince George's County leave the county to go to work, do our activities, um and - it was - ah - very punitive in the way that these tolls are anticipated take place. Um - and especially with the fact that we do have heavy traffic - there can be accidents - and um-um - at this point the heavier the traffic and tolls being used, the higher the cost. And at a time of pandemic when so many of us have been affected by our work -um and um - and the ability to get to work in terms of our incomes - um-um - I just think that that is the wrong thing to do and Prince George's County residents would be unfairly um-ah-ah treated in this manner and bear the brunt of taxes - of tolls just to get to and from um - the activities and work and-and-an church that we - that we do. We haven't even tried HOV lane at this level - or this portion of the Beltway. And so, I feel like before we would go to tolls that should at least be something that is tried as we - um - have on Route 50 and even on other areas of - um - Montgomery County - um-uh 270. Um - and so, I'm not a fan. I did work in - I do work in Herndon, Virginia. My job is - allowed me to be remote right now. I still leave my job - my home - to- um to go to work on - um - other activities, but I don't have to have that commute back and forth to Herndon. And so, for four years, I was doing that - two rush hours in Maryland and Virginia and paying tolls -um on - um I-66 to get to Herndon, Virginia. Um - traffic was bad - and still bad whether you have the tolls or not - um - and since the - ah- increase in traffic cause toll prices to be higher and going super early or staying super late wasn't always um - an option, um - not a good idea to me. So that's not my vote that we go for tolls on 495 - 270. I feel like if we want to reduce traffic, let's try HOV lanes first. And if we're going to do tolls - not do something that penalizes most Prince George's County residents and um - having to pay high tolls just to get to and from, especially during a time when we have - um - our economy affected, our jobs affected, and now we're going to have... [recording ends].

Name: Vicky Torrance

Joint Public Hearing Date: 9/10/20

Type: Voicemail

Transcription:

I'm not for 270 and 495 tolls. Um - it is cost prohibitive to most - um - Prince George's County residents. We - most of us leave the area - um - to work whether it be going to - um - DC - um - Virginia or around the Beltway on 495. Um - We have tried toll lines - um, excuse me - we haven't tried HOV lanes at the southern part of - uh - 495. Um - I'm off of Upper Marl... um - Pennsylvania Avenue, Upper Marlboro, Maryland, and before something as - um as drastic as tolls would take place, I think that we should see if HOV would be - um - another option. Um - also during this pandemic, many folks have lost jobs - um - have had to - um - or if they haven't then members of their family have - and so we're impacted financially and a toll system that would be punitive due to traffic -um - and more people possibly using lanes because of traffic - I think is, again, the wrong message that Prince George's County would say that they care for their - um - um that Maryland would be saying in terms of the care for their residents. So, I'm not for that system. I did work in Herndon Virginia - um for - ah- four years and of that time frame, - uh - I more often than not play - paid - um - I paid a lot of - um ah -tolls because the - uh - cost of get - getting from Upper Marlboro to - um - Herndon, taking I-66 and tolls - um - was very - could be very high. Um - And um - going to work earlier - getting off work later was not always the option - um and um - regardless of the tolls, there are a lot of people being negatively impacted - um - on the 495 stretch around the Beltway um-um and the toll system that's set up - and just the traffic. So, I'm not sure that toll sets - settled anything. So, I'm not in favor of that. I'd like to see something done - um - differently that does not impact, again, our citizens of Prince George's County - um - except- especially when most of us leave our county to go to work elsewhere...elsewhere - otherwise during rush hour times as well as any of the work in times that we would need to travel back and forth. Um - So, thank you.