

As you can see from the email response below from Rick Kiegel from the Maryland Transit Administration, the final route has been chosen for the Corridor Cities Transitway (CCT). Heading west and north, the CCT will cross Belward Farm in the proposed 150 foot right-of-way (just behind the historic buildings) and use the median on Muddy Branch Road to reach Great Seneca Highway. It will make the left turn toward Kentlands and travel along the area next to the highway on the left side of Great Seneca.

This route avoids some issues but in the long run, when Muddy Branch and Great Seneca are widened, new problems will be created. The CCT will travel very close to the homes on that side of Washingtonian Woods. New traffic light(s) will be added to that segment of Muddy Branch Road where the CCT crosses it twice and for anyone who travels on Muddy Branch Road, prepare to be annoyed. The 150 foot right-of-way across Belward Farm, ending at Midsummer Drive, will be the first in an ongoing series of disasters for the farm as the commercial complex proposed by Johns Hopkins is built.

According to a presentation at Kentlands, the CCT will take about 25 minutes to travel to the Metro from Kentlands so I assume it would be about 20 minutes from Belward but, according to the master plan, there will be no CCT parking at the Belward station. We were told that the CCT is not being built to mitigate the traffic congestion or for the convenience of the commuters. So, what is it for? The staging requirements for the Great Seneca Science Corridor Master Plan are based on the construction of the CCT. As sections of the CCT are funded and built, the developers including Johns Hopkins will be able to get more and more development approved even though only 12% - 15% of the new residents and workers are expected to ride the CCT.

The CCT has not yet been funded so the construction schedule is tentative but is projected to begin in 2018.

Have a nice weekend,

Donna Baron

Coordinator, The Gaithersburg – North Potomac – Rockville Coalition, online at [scale-it-back.com](http://scale-it-back.com)

**Response from Rick Kiegel to our requests that the CCT enters and leaves Belward Farm on the eastern end of the farm and travels up the median of Great Seneca Highway:**

The CCT has been under study for over ten years. Throughout the project history, the alignment has been modified in several locations to better serve the existing communities and proposed growth in the study area. In 2010, the Montgomery County Council adopted the Great Seneca Science Corridor Master Plan (GSSCMP) which shifted the CCT alignment from the south side of Great Seneca Highway between Decoverly Drive to Muddy Branch Road to better serve the Life Sciences Center development including the proposed Belward Farm development. The GSSCMP proposed that the CCT alignment cross the Belward Farm and be along the east side of Muddy Branch Road, requiring the displacement of the first home on Mission Drive. The MTA developed an engineering design for this alignment and presented it to the public at an Open House in October 2013.

In December 2013, members of the CCT Project Team met with residents of Mission Hills to discuss their concerns about the transitway, its location relative to their homes, and vehicular access to their community. Residents expressed concern that the addition of the transitway, along with the existing congestion on Muddy Branch Road, would make it difficult to exit the community during morning and afternoon peak travel times. Mission Drive is the only access point to the Mission Hills community of 52 homes. Consequently, the MTA agreed to study options to address the community's concerns.

The resulting study evaluated four options and compared them to the alignment shown at the October 2013 open house. Three of the four options aligned the CCT along Great Seneca Highway instead of Muddy Branch

Road. The study considered a number of factors including traffic and travel time impacts, transit operations, stations, stormwater management, environmental resources, and cost. Based on the study evaluation, the MTA has determined that the CCT should be located in the median of Muddy Branch Road for the following reasons:

- This alignment would avoid a residential displacement along Mission Drive
- This alignment would allow for free vehicular right turn movements from Muddy Branch Road to Great Seneca Highway, from Mission Drive to Muddy Branch Road, and from Belward Campus Drive to Muddy Branch Road, thereby optimizing traffic flow
- This alignment would not impact the existing stormwater pond and environmentally sensitive area near Sam Eig Highway
- Only minimal widening near intersections would be required on Muddy Branch Road to accommodate left and right turn lanes

For more information on the project, please visit our website at: [www.mta.maryland.gov/cct](http://www.mta.maryland.gov/cct).

Thank you.

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