

My name is David H. Brown. I live in the heart of the White Flint Metro Station Development District.

First of all, I feel the designation of White Flint Center is not all-inclusive of the area. It should be North Bethesda.

Second, development around Metro stations presupposes that such projects are geared to **increase public transportation ridership and decrease vehicle use**. If not, what *is* the purpose?

Third, impact studies of vehicular traffic have overshadowed public transportation. During consideration for the Bethesda North conference center/hotel, the developer argued that around 25 percent of attendees would use the Red Line Metro. Based on an expert witness, the hearing examiner ruled that the more realistic figure would be 10 percent. I cannot find any post-approval studies indicating whether the 10 percent ever has been, or ever will be, achieved. This is the missing link in the rationale for all Metro station development.

Well, I take that back. There is another missing that is equal in importance. Traffic impact studies only focus on vehicles **passing through intersection**. ***Where do those vehicles begin their trips? Do they make any stops? What time or times of day are those vehicles being used? Where do they end up? What types of vehicles are they? How many occupants are in those vehicles?***

Fourth, just how does Metro station development **improve** the use of public transportation? Existing studies do not extend out far enough to determine **true vehicular traffic impact**. Vehicles using development roadways **do not necessarily begin and end their trips within that area**. Many of those vehicles could come from well beyond Montgomery County's borders.

Some intersections in the heart of this development area already have been determined to be in peril. Merely widening roads actually **encourages more vehicle usage, to the detriment of public transportation**.

Finally, the location of the Planning Board is **not public transportation friendly**. Instead of renovating this headquarters building, the Board would set an excellent example by relocating to the White Flint Metro station area where LCOR would find appropriate space in one of its commercial buildings. This would serve two purposes. First, the Board and staff would get a first-hand view of traffic impact along Rockville Pike. Second, it would enable the Board and staff to use **public transportation instead of individually driving their cars to and from work**.