



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the March 2025 TPB Meeting
DATE: March 19, 2025

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday, February 18, and noon Tuesday, March 18, 2025, the TPB received one online comment.

The comment is summarized below. The full comment is attached to this memo.

PUBLIC COMMENTS - LETTER/EMAIL RECEIVED

Paul Brown- Comments via Online Comment Form- February 26, 2025

Mr. Brown offers comments on the Intercity Bus and Rail Report Recommendations. He states that the recommendations in the report are useful and offers some recommendations on bus stop improvements and enhancing first and last mile connectivity. He states that local jurisdictions should examine what can be done to incentivize or require intercity bus providers that operate stops in suburban areas to utilize existing bus terminals. With regard to "Invest in Rail Infrastructure," he comments that construction of "infill" stations on local commuter rail systems could generate new ridership in areas that do not have ready access to rail. He offers examples.

Paul Brown

General Comment Form

February 26, 2025

Comments on Intercity Bus and Rail Report Recommendations

The recommendations in this Report are useful.

With regard to "Bus Stop Improvements" and "Enhance First- and LastMile Connectivity", local Jurisdictions should examine what can be done to incentivize or require Intercity bus providers that operate to stop in suburban areas to utilize existing bus terminals.

For example, two operators that provide service between Bethesda and New York stop along streets, rather than use the covered bus terminal at the Bethesda Metro Station.

Moving those stops to the Bethesda Metro Station bus terminal, which has capacity, would offer riders both better connectivity and protection from the elements.

With regard to "Invest in Rail Infrastructure," one bit of lower hanging fruit would be the construction of "infill" stations on local commuter rail systems, which could generate new ridership in areas that do not have ready access to rail.

For example, a new Camden line MARC station in Hyattsville.