

**Town of Chevy Chase
Long Range Planning Committee
Monday, February 3, 2020
7:00 pm, Town Hall**

Attendees: Dedun Ingram (chair); John Beale; Chris Bruch; Karen Elkins, Ellen Ericson, John Freedman, Joe Rubin, Jean Shorett, Deborah Vollmer, Chris White

Bethesda development. The Committee was briefed on updates to several downtown Bethesda projects, including 7000 Wisconsin Ave.

Thrive Montgomery. The committee participated in the County's Thrive Montgomery meeting-in-a-box at its January Meeting and subsequently presented its resulting list of priorities for 6 topic areas to the Town Council. The Town Council has agreed that the LRP can submit the list to the County and Chris White will do this. Thrive Montgomery's draft Issues report has been released and the LRP briefly discussed it. Concerns over the report's lack of specificity and uncertainty about how the Town can influence the new General Plan were expressed.

CCT Tunnel

Funding for construction of the CCT replacement tunnel under Wisconsin Avenue has been removed from the County's 2021-26 Capital Improvement Program (CIP). Dedun Ingram and Joel Rubin reported on the community meeting recently held by the county about the CCT tunnel and the surface CCT. Joel Rubin reported that the Town has sent a letter to the County asking that funding for the tunnel be restored and that he testified at the County Council's CIP public hearing on February 5, 2020. He also briefed the committee on outreach efforts the Town has made. It was noted that: 1) the County promised the broader community that the CCT tunnel would be built; 2) the tunnel is a major transportation infrastructure project in the Bethesda Downtown Plan; 3) one of the major goals of the Bethesda Downtown Plan is to substantially raise the Non-Auto Driver Mode Share percentages and having the tunnel to provide a safe and efficient way to traverse Wisconsin Avenue is key to this; 4) failure to build the tunnel will require more than a million pedestrians and cyclists to cross congested Wisconsin Avenue annually, which is not safe and not consistent with the County's Vision Zero priority; 5) the CCT is part of a larger regional bikeway system and not providing a safe and efficient route across Wisconsin Ave. runs counter to the County's commitment to provide alternative transit routes.. Better estimates for the cost of the tunnel will be available in late March. The County Council will vote on the final CIP in a few months.

The next meeting will be March 2 in the Town Hall.