

ROUND I

TRANSPORTATION POLICY REPORT
PUBLIC PARTICIPATION

FOCUS GROUP
AND
COMMUNITY WORKSHOP RESULTS

TPR Public Involvement Work Group
M-NCPPC Strategic Planning Division

July 2001

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Transportation Policy Task Force

Public Outreach and Citizen Engagement

An Overview

The Transportation Policy Task Force, a 33-member group appointed by the Planning Board, believed that informing citizens about the work of the Task Force and engaging citizens in the work of the Task Force was critical to its success. In order to accomplish this goal, the Task Force, with the assistance of staff and consultants, developed a multi-faceted strategy. The elements of the strategy included:

- **Launching an Informative Web Site.** A website, www.movemontgomery.org was launched as a comprehensive information source on the work of the Task Force. The site includes background information such as a listing of members, a schedule of meetings, information on public involvement, and an opportunity to ask questions of the Task Force. In addition, a "links" section helps residents find information on related transportation study projects throughout the region.
- **Publishing a Newsletter.** The Task Force published three issues of "Move Montgomery" over the life of the Task Force. The first introduced the Task Force, the second described the initial scenarios that were developed, and the third provided a major update on the work of the Task Force. The newsletter was distributed to a 7,000-name mailing list.
- **Speaking at Gatherings of Montgomery County Residents.** Members of the Task Force and staff spoke at a wide range of public meetings. Some examples included citizen associations, service organizations and an elderly housing facility.
- **Reaching Residents through the Media.** Task Force members participated in cable television shows such as *NewsCounterpoint*, Channel 21, Montgomery Community TV. Two members of the Task Force wrote point-counterpoint pieces on transportation planning for the Montgomery County Gazette. The Task Force also encouraged media coverage of its work and received regular coverage in the Gazette and Almanac including informational coverage of the Community Workshops.
- **Convening Two Rounds of Citizen Engagement Forums.** The Task Force convened two rounds of citizen engagement using both focus groups and public workshops. The focus groups brought together residents and stakeholders, including many -- such as Spanish speaking individuals, trucking and delivery service personnel, social service groups and members of the Technology Council -- who might not otherwise participate in public workshops. These forums also created a place where groups of like-minded individuals could discuss transportation, land use, and quality of life issues in Montgomery County. The public workshops were held in different parts of the county, typically at schools. Attendance at these workshops ranged from 80 to 125 attendees. Round One was held from November 2000 through March 2001 and sought the public's opinion on

critical transportation challenges and asked for potential solutions the Task Force might consider. Round two presented two different scenarios to the public -- a Road-Emphasis Scenario and a Transit-Emphasis Scenario -- and asked for the public's feedback in September and October of 2001.

This document presents a summary of the Round I workshops. A summary of Round II is also available. You may download it from www.movemontgomery.org or receive a copy by calling the Montgomery County Park and Planning Department at (301) 495-2118.

PUBLIC INVOLVEMENT ROUND I

The strategy for TPR Round I focused on building a comprehensive public involvement strategy. It implemented a broad range of communication activities that served as a framework for public involvement activity throughout the work of the Transportation Policy Task Force.

The public involvement effort was designed to be inclusive and reach out proactively to citizens and organizations that have traditionally participated in transportation and land use decisions and those that have not.

The TPR Task Force worked with planning staff to shape transportation, land use, and policy recommendations based on the real needs of County residents, employees, and employers. By listening to the diverse voices, the needs were identified. Recommendations have been informed by this public involvement strategy.

This extensive outreach has given staff and Task Force members a broader picture of transportation needs and has also been a unique opportunity to build community understanding for the final TPR Report.

The TPR Task Force used a variety of techniques to reach Montgomery County residents and others with an interest in the region's planning and development issues. Round I of the public involvement strategy provided opportunities to get information, get involved, and offer ideas to the Task Force.

- Groups of 10 to 12 were convened to allow discussion on topics of shared interest such as the transportation needs of the elderly or of families.
- Community workshops held around the County were open to all residents and made for much more freewheeling discussion.
- Charrettes were intense design development sessions focused on particular areas of the County.
- Two newsletters were written by the Task Force and distributed to those attending workshops as well as to a 7,000 person mailing list.

This variety of techniques gave voice to a variety of opinions, enriching the perception and understanding of transportation issues in Montgomery County. This outreach effort provided an important venue to express a broad range of perspectives, particularly relating to several controversial road proposals such as the ICC and Techway. Many people, for and against those facilities, expressed their views strongly at the workshops.

SUMMARY COMMENTS

Participants share a frustration with public and private transportation, and with land use, regulatory, transportation, and policy planning. All participants recognized that congestion is a problem that will not disappear, and that alternatives for viable private and public transportation must be developed. Despite their divergent backgrounds, viewpoints, and civic and business priorities, participants articulated the need for innovative solutions that go beyond traditional transportation facility planning and status quo thinking to address the County's multi-dimensional transportation problems.

These outreach efforts provided an opportunity for all views to be aired and considered. This glimpse into public sentiment reveals a range of likes and dislikes that reflect the values of our citizens. A number of shared community values emerged from the outreach efforts that include economic well-being, better access to jobs and amenities, neighborhood livability, and open space protection – all the elements that define quality of life.

The solutions developed by participants throughout this public outreach effort can best be described by the following:

Connect local and regional jobs to residential centers.

Improve the road and transit system to get people where they want to go.

The lack of east-west transportation connections is viewed as the most important problems facing Montgomery County. The critical importance of better connections between the I-270 Corridor and the BWI and Dulles Airports was strongly reiterated throughout all sessions.

Deliver alternative and convenient travel choices that really work.

Provide a range of transportation alternatives that encourage people to voluntarily use transit, biking, walking, and carpooling.

Public transportation, particularly bus service, is unreliable and unresponsive to riders' needs. Transit fares, schedules, and routes are inconvenient. Technology, maintenance, training, and new operational policies should make transit not only safer and more convenient, but competitive with the private car.

Create a choice of places to live and expand affordable housing opportunities.

Provide a choice of well-designed, residential areas. Some like suburban living with good road access while others like urban, high-density living close to transit. Provide more affordable housing near work and neighborhood services.

Protect the County's high quality network of open spaces from sprawl.

Preserve a range of open spaces – urban, suburban, and rural. Strategically target opportunity areas for development to protect precious open spaces.

Provide regional travel connections and choice.

Improve regional communication, coordination, and cooperation to provide needed interjurisdictional connections.

Create strategic planning, deliberative direction, and targeted implementation for development.

Establish a planning, development, and infrastructure program based on a common vision and shared goals that can be easily understood and articulated by Montgomery County citizens.

Ensure good jobs, affordable housing, and livable communities close to transit.

Identify areas where well-designed, mixed-use neighborhoods can help relieve traffic congestion, and target resources to make those areas become a reality.

Develop responsive leadership dialogue and decision-making processes.

Break “policy gridlock” by creating responsive and inclusive approaches with established ground rules and participants for making decision on every aspect of major projects.

Strategically target public and private partnerships.

Use the experience of other jurisdictions to develop innovative partnerships that address broad policy issues and delivery of major projects.

Promulgate incentive-driven regulations and standards.

Punitive regulation and micro-management take the vision out of our planning; establish an incentive-driven regulatory process to deliver master plan recommendations.

Deliver livable communities.

Develop land use planning and regulatory processes that create communities connected to jobs and neighborhood services.

New communities and retrofitted existing communities should be pedestrian-friendly, offering everyone convenient access to jobs, services, and transportation. Many sidewalks designed to connect residential areas to transit stops remain unbuilt. The focus of planning and implementation efforts should be local first, for example, fixing neighborhood congestion “hot spots” first, and supporting pedestrians and cyclists with sidewalk, crosswalk, light, and trail improvements.

FOCUS GROUP REPORTS

FOCUS GROUP REPORTS

The larger Task Force established a Public Involvement Work Group that convened a series of focus group meetings. As with any focus group, participants were targeted to get a cross-section of ideas from particular demographic and social groups. In many cases, these groups gathered ideas and issues from citizens who have not traditionally been involved in transportation planning.

More than fifty people participated in nine focus groups. The groups reflect a broad spectrum of individuals and organizations, including the elderly and disabled, multi-cultural groups, blue collar service workforce, transportation service providers, women and families, Spanish-speaking service workers, and the

business, technology and banking communities.

Focus group participants were asked to identify the most significant transportation problems facing Montgomery County, and recommend transportation solutions. From the individual difficulties of neighborhood congestion and juggling fare cards to regional issues of river crossings and airport connections, the focus groups identified problems and suggested solutions.

The following sections detail the focus group participants and their comments. A careful reading will show the similarities between perceived problems and solutions.

**Elderly and Disabled Focus Group
November 13, 1:00 to 3:00 p.m.**

Attendees:

| | |
|---------------------|--|
| Cindy Buddington | Montgomery County Commission on People with Disabilities |
| Connie Caldwell | Dept. of Health & Human Services, Aging & Disability |
| Meg Campbell-Katler | Director of Social Services, Ring House |
| Bonnie Jeweler | Associate Executive Director, Riderwood Village |
| Kerry Jones | Commission on Aging |
| Elizabeth Layton | Board Member, Seniors Organization for Change |
| Anne Mehler | Mental Health Authority |
| Carolyn Wanner | |

Task Force Members:

Lon Anderson
Louella Mast
Sam Raker
Stan Schiff
Martin R. Stanton

SUMMARY OBSERVATIONS

This group focused most of its attention on meeting the transportation needs of citizens with a disability and the older adult, particularly when they can no longer drive.

An important trend was recognized in this discussion – one in five Americans will be 65 years or older in 20 years. Most participants believe the County must begin to integrate this knowledge into long-range planning and policy development for all County programs. Participants agreed that current planning, policy, and programs for special needs populations are fragmented and should be comprehensively assessed to measure effectiveness, redundancy, and inadequacy.

Specifically, the group stressed the lack of viable, affordable public transportation, particularly the system's lack of sensitivity for the elderly and citizens with disabilities. This group, as did many of the others, found countywide bus service to be inadequate, particularly evening and weekend service. Lack of access to buses is frustrating for example, sidewalks that don't connect to bus stops and shelters not adapted to wheelchairs.

Senior housing should be located near transit and shopping areas.

We need better customer service training for transit employees, let's have more patience and civility.

Sidewalks are often not connected to bus and transit stops.

Programs and planning for special need populations are fragmented.

Giving up your car is a curse. It is difficult to have viable, affordable transportation.

The group recognized the need for improved taxi service and neighborhood jitney van service to supplement public transit and provide citizens who are unable to drive with transportation options. Suggestions included continuous jitney services, lift-equipped taxis on the road at all times, and better incentives for taxis to serve all citizens. They unanimously support better customer service training for public transit employees, agreeing that greater civility, patience, and helpfulness would go a long way to increase ridership and improve the image of public transit.

Neighborhoods could better serve this group by locating elderly facilities near neighborhood services and public transportation. People with disabilities find it difficult to reach bus stops, cross streets, and make multiple connections. Greater mobility and connections via sidewalks and roads, within and between neighborhoods, transit stops and major activity centers were identified as significant needs.

The group also focused on public safety, specifically the need for County regulations sensitive to the safety of special need populations as in other jurisdictions throughout the country.

WORKING NOTES

PROBLEMS:

OLDER DRIVERS

- Older drivers are often reluctant to give up their cars because there are few transportation alternatives.
- Need to keep older drivers safe on the road with clearer signs and lane markings.
- Beltway exits/entrances are difficult.
- Traffic congestion and the need to avoid rush hours affect mobility.
- Need neighborhood services accessible by foot or short drive.
- Senior population is overlooked in planning and policy development.
- Need more frequent physical and cognitive testing for licensing (elderly and disabled).
- The use and importance of crosswalks is not recognized.
- Sidewalks are inadequate. Access is difficult, especially for those in wheelchairs and using walkers. Frequently there are impediments on the sidewalks or in the handicapped curb cuts such as signs and newspaper vending machines.
- Adjust traffic signal timing to be pedestrian-friendly and provide refuge islands.

PUBLIC TRANSPORTATION

- Lack of viable, affordable transportation.
- Public transportation is not timely, impacts business/service.
- Bus system offers limited or no weekend service.
- Bus system is not consistently lift-equipped.
- Need user-friendly vehicles operated by drivers trained in customer service.
- Concerns about safety using public transportation.
- Need better access to Metro (consider shuttles).
- Public transportation for individuals with disabilities (MetroAccess) is a failure: unreliable, ramp-lift access puts individuals at risk, poor communication and service (MetroAccess – management company contracts).
- Lack of training on MetroAccess – driving at unsafe speeds, inadequate training in locking and lift equipment (example given of wheel chair not being locked in correctly and elderly person thrown from chair).
- MetroAccess vans are not set up for the ambulatory elderly. For example, a person in walker was placed on lift – very unstable without proper handrails -- then lifted into a van with a ceiling that does not allow them to stand.
- Antiquated technology or inadequate maintenance on existing equipment.
- Para-transit is limited to curb-to-curb service.

TAXIS

- Service is unreliable – often late or don't come.
- Not enough taxis with wheelchair lifts – especially on weekends.
- MetroAccess' Call and Ride option uses taxis, but they are reluctant to pick up seniors or disabled because of poor tips.

SOLUTIONS:

ELDERLY AND DISABLED

- Better signs, ramp design, lane markers, street lighting, and edge of road striping freshly painted.
- Institute mandatory physical and cognitive testing for drivers over a certain age.
- Create a program to get seniors to doctor.
- Devote more public funding to seniors' transportation.

PUBLIC TRANSPORTATION

- Develop public transportation designed to serve the elderly and disabled.
- Enhance and expand schedule to include weekend and evening service.
- Create affordable, safe choices.
- Make MetroAccess door-to-door.
- Redesign bus shelters for wheelchair access. Keep shelters clear of snow.
- Create an on-call or scheduled jitney – check out Florida programs.
- Create public/private partnerships – consider transportation in the development process (Portland, Maine example).

PEDESTRIAN SAFETY

- If lights are too short, create an island (36" or more wide to fit wheelchairs, strollers, etc.), or re-time the lights.
- Upgrade sidewalks to revise curb cuts, remove newsstands and other impediments, clarify street and bus signs, remove snow on sidewalks and in shelters.

LAND USE

- Encourage mixed-use development with services close to housing.
- Locate community facilities and services close to each other and to transportation.

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AIRPORT

- Expand Montgomery County Airpark service – offer helicopter service to airports.
- Reduce time and improve transportation connections to airports.

PRIVATE TRANSIT

- Taxi service needs more competition.
- Create incentives for cab drivers to provide service and increase the number of drivers by raising fares and revising contracts with service standards and performance penalties.
- Better training for all service providers, including maintenance.
- Shift existing transportation money to programs that support the elderly and people with disabilities (funding should reflect changing population).
- Create profit and non-profit alliances.

CONGESTION

- Develop a unified planning process for the elderly and for people with disabilities. There is no comprehensive thinking, planning, or overall responsibility.
- Better manage growth to protect open space and the environment. Recognize the balance between traffic congestion and desired quality of life.
- Provide choices, such as the ICC (which would help the airport connection), and more discussion about community values.
- Recognize changing neighborhood character.
- At-home elderly should be a priority for services.
- To fund these changes, consider money from increased gas tax.
- Building the ICC would improve the average trip on the Beltway (Seniors Organized for Change have this data available).

Multi-Cultural Focus Group

November 13, 3:30 to 5:30 p.m.

Attendees:

| | |
|------------------------|---|
| Paul Britner | Education Dir., Comm. Ministry of Montgomery Cty. |
| Fernando Cruz-Villalba | Hispanic Alliance |
| James Ebridge | Chair, Political Action, NAACP |
| Janice Freeman | President, African American Business Council |
| M. Funches | Muslim Inter-Community Network |
| Rev. LaVerne J. Wilson | The People's Community Church |
| Ron Miller | Program Manager, Community Action Agency, DHHS, Montgomery County Government |
| Wanda Resto Torres | Latino/Hispanic Affairs Liaison (faxed in concerns) |

Task Force Members:

Lon Anderson
Luella W. Mast
Rodolfo E. Pérez
Stan Schiff

SUMMARY OBSERVATIONS

This group focused its attention on meeting the transportation needs of the County's diverse, international citizenry. Conversations emphasized the importance of investing in education and services to benefit from the many talents of our cosmopolitan population.

Montgomery County has experienced significant demographic changes over the past decade. Everyone believes that the County must do a better job meeting the transportation needs of a growing population that is diverse in language, culture, and religion. Currently, they see fragmentation between land-use and transportation planning. Montgomery County's diverse population is not part of mainstream land use and transportation planning.

Participants believe public transportation's unreliable and unfriendly service is a serious problem. Working families need reliable, fast public transportation, especially inside the Beltway. All participants voiced serious concern about inadequate bus connections and scheduling. Multi-lingual schedules and signs

Working families need fast, reliable transportation --- most of us work two jobs.

We need weekend transportation for religious services, work and recreation.

Bus scheduling and connections are really poor ---- we can't easily get from home to work.

Minority communities do not have a voice in planning.

It's cheaper to drive a beat up old car than take Metro.

We've made our streets for cars, not pedestrians or public transportation.

It's ok to take the bus, but it needs a new image.

How about free public transportation for the working poor?

Improve public transportation instead of funding big transportation projects

would serve this group who also felt that if public transportation is to be a realistic alternative to the car, a marketing effort is needed to change its image.

The group would like to live in neighborhoods where you can live, work, and play; neighborhoods with adequate sidewalks, bike paths, crosswalks, and jitney van service.

Many ideas were discussed to solve congestion, including fixing the local congestion “hot spots” first. At the same time, the group felt that problems must be dealt with at both regional and local levels, since many transportation problems cross-jurisdictional lines (such as living in Frederick County and working in Montgomery County).

WORKING NOTES

PROBLEMS:

PUBLIC TRANSPORTATION

- Need access to public transportation for homeless – improved service to jobs, shelter, and healthcare.
- Lack of adequate bus service. Need bus service on the weekend and evening – can't take evening classes, can't get to religious activities, can't get to work. Need 24/7 services.
- Montgomery County is no longer a suburb of the District. It is an employment center, an urban place. Buses were taken off the street so as not compete with Metro.
- No cross-County Metro and inadequate cross-County buses.
- Lack of connections makes it difficult to reach jobs at non-rush hour (2nd job) or jobs in multiple locations.
- Public transportation needs better customer service. Suggest computerized information, scheduling screens at bus stops, and single fare cards. Schedules should be posted in languages other than English, with large print and placed on all sides of the vehicles and stops.
- Schedules are irregular, not posted, out of date, and not in other languages.
- Streets were made for cars not buses; buses need priority.
- Working families need reliable fast public transportation, especially express routes inside Beltway.
- Express routes do not link residential and employment centers.
- No public transportation or inadequate in parts of upper Montgomery County, making it particularly difficult for parents on limited incomes to transport children to activities.
- The high cost of parking close to Metro (Friendship Heights - \$12.15) is a problem for workers.
- Transportation is not coordinated with public housing/Section 8 housing.
- The access of public transportation to the services of County agencies and public access must be considered.
- Disincentive for public transit. Metro is more expensive than bus. Taking beat-up cars.
- Need express bus lanes to encourage public transportation.
- Need scheduled jitneys serving neighborhoods.
- Need to map demographics: where people live, bus service, where people work.
- Car insurance is expensive; we need transit that works.

CONGESTION

- Too much traffic – hard to carpool.
- No east-west connections across County, center of County, up-County.
- Try to avoid Silver Spring when driving – not easy to get to or from.
- Too many driving alone, need to improve public transportation's image.
- Disincentive to take bus because malls have free parking, no parking tickets.
- Extended rush hour on 270 – always backed up. How do you study it?
- Fix congestion at hot spots.

LAND USE

- No workable master plan for land use. Diverse communities do not have a voice in planning.
- There is a disconnect between land use planning and transportation planning.
- Land use is tailored to vehicular use.

PEDESTRIAN SAFETY

- Too many pedestrian fatalities and too few facilities.
- Need better crosswalk access and connections for handicapped.
- Need sidewalks in some neighborhoods.

TAXI SERVICE

- Need better coordination of taxi service for disabled.
- Taxis are not reliable, expensive, and only a limited number for handicapped.
- Lack of adequate taxi service for poor.

BIKES

- Need bike lanes and respect for bikes (good examples in Europe).

OTHER

- Flextime causes transportation problems to continue, and construction adds delay and unpredictability.
- County policies do not reflect changing population.
- When updating traffic signs, the existing ones need to be modified with adequate symbols and language.

SOLUTIONS:

PUBLIC TRANSPORTATION

- Use pictograms to inform bus riders they need exact change.
- Place vehicle timetables and stops on the sides of the vehicle.
- Make the Ride-on free or establish flash pass program for needy.
- Provide training and customer service for transit employees.
- Extend weekend and evening hours – 24/7 operation. Create better bus schedules – redesign schedules so they are more user-friendly. Use computers and screens at bus stops.
- Better connections – east-west, upper Montgomery County. Create express routes inside Beltway. Connect residential and employment concentrations.

Consider light rail, which carries more, on Route 29, Silver Spring, and Bethesda. Enhance commuter train schedules and connections; make a link to Dulles.

- Parking – more garages close to public transit and more long-term parking at Metro.
- Less costly for high school students to take the bus rather than drive themselves.
- Establish jitney vans serving neighborhoods.
- Establish dedicated bus lanes.
- Keep bus service competitive.

LAND USE

- Create neighborhoods where you can live, work, and play.
- Give alternatives and choices.
- Relate housing policies to transportation needs.
- Include diverse voices in master plan process.

PEDESTRIANS AND BICYCLES

- Encourage employers to provide facilities for bicyclists.
- Fix neighborhood and County “hot spots”.
- Coordinate County programs with transportation needs.
- Map demographics to determine where people need bus service.

TAXI SERVICE

- Encourage/increase competition.
- Explore alternative designs of vehicles and services.

TRANSPORTATION ALTERNATIVES

- Provide “welcome packets” to new residents that include information on transportation options.
- Consider shared public cars.
- Education – change message/image of public transportation; it’s OK to ride a bus.
- Education – true cost of using private vehicles; marketing program to highlight costs.
- Shift funding from big transportation projects to free public transportation and explore congestion pricing to help solve local issues.
- Encourage stronger private partnerships.
- Regional coordination and cooperation.

Blue Collar and Service Workforce Focus Group

November 14, 8:30 to 11:00 a.m.

Attendees:

| | |
|-------------------|--|
| Ralph Bennett | Chair, Housing Opportunities Commission |
| Lisa Stancil | Human Resources Director, Hecht's |
| Anne Christiansen | Public Relations Coordinator, Adventist HealthCare |
| Sally Sternbach | Chair, Comm. for Montgomery & Chamber Workforce Corp. |
| Meredith Higgins | Resources for Professionals |
| Gary Bortnick | Vice-President, Magruders Grocery |
| Mike Hall | Manager, Media & Community Relations, Holy Cross Health |
| Phyllis Newsome | Dir. of Comm. Relations/Advocacy, Washington Council of Agencies |
| Thomas Harr | Executive Director, Family Services, Inc. |
| Julie Kirk | Dir. of Human Resources, Montgomery General Hospital (by phone) |

SUMMARY OBSERVATIONS

This group focused its attention on meeting the transportation needs of the blue collar and service workforce with particular emphasis on the significance of the blue collar and service workforce in the County's growing and robust economy.

Given the County's strong job growth, participants quickly focused on the critical importance of efficiently moving the service workforce between residential and employment centers, and across the region at reasonable cost to the worker.

Land use plans and zoning regulations that don't encourage mixed-use, mixed-income communities make it hard to coordinate transportation and land use. The lack of affordable housing requires longer commutes, but mixed-use communities, with a supply of affordable housing, would cut down on trips and the number of cars needed.

Public transportation is viewed as broken – unreliable, not meeting the 24/7 needs of the workforce and its families. A regional transportation authority could make it more convenient by establishing single fare cards and free fare zones, using technology to help scheduling, designing responsive routes, and changing the image of bus service.

Unpredictable congestion could be addressed by more transit choices and incentives, but it is a regional and needs regional solutions.

Build transit-serviceable communities in the county and region and connect them with good roads and transit.

Fix neighborhood problems first.

This is a 24/7 county; public transit should serve our 24/7 needs.

We can afford to live in the county, at least provide us with good bus service to our jobs in the county.

WORKING NOTES

PROBLEMS:

LAND USE

- Land use and zoning do not encourage mixed use. Not enough teeth in development process. No regulation by common sense.
- Lack of affordable housing leads to in-commuting of workers, and there is a lack of public transportation from outlying areas.
- Infrastructure inadequate to handle traffic.
- Planning implementation is influenced by special interests.
- There is no pedestrian planning for White Oak; it's not pedestrian-friendly.

PUBLIC TRANSPORTATION

- Inadequate timing and lack of frequency of bus/Metro, especially weekends and evenings.
- Lack of information about public transportation, especially in foreign languages.
- Takes too long for employees to get to work by public transportation.
- Lack of choices.
- Changing demographics mean the new population is not well served.
- Lack of services for handicapped.
- Public transportation is difficult for families.

CONGESTION

- Unpredictable congestion leads to long rush hours and limited mobility.
- Lack of programs to discourage single-occupancy vehicles.

CONNECTIVITY

- Lack of alternatives and connections within the region exacerbates regional work force issues.
- Need connections to airports.
- Employees do not want long commutes so they quit to work closer to home (Frederick); it's not worth driving.
- No way across the County: east-west and north-south.
- Workers from outlying areas have limited commuting options.

SOLUTIONS:

REGIONAL

- Establish a regional information campaign about walking and transit to change culture and behavior.
- Develop programs to encourage living close to work.
- Create transit-serviceable communities within the County and region.
- Establish a regional transit authority.
- Build the ICC.
- Connect Northern Virginia to BWI Airport.
- Pursue a 3rd crossing over the Potomac River – a smart growth highway.

- Look at regional transportation context from Baltimore to Fredericksburg.
- Explore technology that is environmentally friendly.

PUBLIC TRANSPORTATION

- Establish a regional transportation authority with power.
- Consider free public transportation (examine free fare zone in Portland).
- Schedule buses and trains more frequently to create choices. Offer extended hours during weekends and evenings.
- Single fare, including parking.
- Expand and publicize guaranteed ride home.
- Make transit go to where workers live.
- Build the purple line.
- Make communities more transit-friendly.
- Give tax breaks for alternative work programs, schedules, and telecommuting.
- Build light rail on Route 29.
- Use technology to help scheduling and arrival times. Riders need more current info on arrivals.
- Give buses more priority.
- Better info to reflect changing demographics.
- Better info and communication.
- Teach and encourage children to use transit.
- Establish more express bus service.
- Better customer service training for bus drivers.

LAND USE

- Build mixed-income development everywhere.
- Integrate planning so that there is better and closer coordination of transportation and land use.
- Create a bike-friendly system. Build the bike trails recommended by the bike trail plan.

CONGESTION

- Provide more transportation choices.
- More options across the County and north/south.
- Create programs to change people's mindset and encourage them to use transit.
- Incentives and recognition for not using cars.
- Underwrite market incentives (tax concessions) for not using cars.

Transportation Service Providers Focus Group

November 14, 1:00 to 3:00 p.m.

Attendees:

| | |
|-------------------|--|
| Paul Beck | Property Mgr, Hines, & Transportation Mgmt Coordinator |
| Jake Bise | Maryland National Capital Park Police |
| Michael Donahue | Montgomery County Fire/Rescue |
| Tom Harmon | Montgomery County Police, Silver Spring Traffic Section |
| Tom Pogue | Administrator, Commuter Services, Dept. of Public Works & Transportation |
| Dr. Steve Raucher | Director, Transportation Montgomery County Public Schools |
| Peggy Schwartz | Director, North Bethesda Transportation Mgmt. District |
| John Sparks | President, Montgomery County Career Firefighters |
| Francine Waters | Director, White Flint Commuter Service Center |

Task Force Members:

Sam Raker
Luella Mast

If we had more affordable housing in the County, we might not have to commute from Frederick County.

SUMMARY OBSERVATIONS

This group works to meet the transportation needs of a broad spectrum of constituents. They are concerned with public safety and service.

Capital improvements take too long and become political footballs.

The group sees the need to provide a range of quality transportation choices, but recognizes they are competing with the comfortable convenience of a car compared to waiting in the cold for a bus not on a firm schedule. The group suggested changing the image and experience of public transportation with amenities and better service. One suggestion was for public officials to use public transportation.

Bus service needs to be improved-particularly scheduling, connections, image, and marketing.

Bus service particularly needs to provide better service with improved scheduling, connections, image, and marketing techniques.

We need better connections between where we live and where we work.

Without affordable housing, much of the workforce must live out of the County to find housing. More affordable housing, close to employment centers would decrease commuting. Incentive for public/private partnerships to design and implement transit-serviceable communities would address congestion and commuting.

Parents are requesting school bus service more often because of a lack of sidewalks and public safety.

Employers should give transportation allowances, not just parking.

We have more pedestrian fatalities than homicides; we need pedestrian friendly engineering, such as crosswalks.

Viable commuter options would create alternatives to driving. Suggestions included more transit routes and employers encouraging employees to use transit, but it needs to be convenient.

Greater regional cooperation and communication is critical in addressing transportation issues. The group suggested regional transit planning that focuses on regional problems (such as workers commuting to other jurisdictions for affordable housing and the lack of east-west connections). Politicians need to make and implement hard decisions. Everyone agreed that our political leadership should spend a day using transit to reach work and appointments

WORKING NOTES

PROBLEMS:

MOBILITY

- Need better access to employment centers.
- Police and fire emergency responses are frequently delayed due to traffic and speed bumps. Although there has been an increase in accidents, they are frequently not as severe.

CONGESTION

- Lack of east/west connections.
- Rush hour increasing.
- Volume of traffic is increasing, regionally, east/west and north/south.
- Increased traffic creates frustration that spills over into quality of life. Social implications include domestic violence and road rage. Also could be related to density of houses – increases frustration.
- Sixty percent of congestion is due to incidents, not traffic volume.
- Too many single occupancy vehicles.

TRANSIT

- Limited mass transit, mostly designed to support Metrorail leaves major areas unserved. Buses are infrequent and don't go from home to work.
- The quality of experience varies among transportation choices, and transit is much less desirable. The quality of public transportation needs to be improved.
- Cultural aspect of public transportation. We need to teach kids how to ride the bus, read a schedule.
- Look at educational, behavioral, and cultural aspects of transit use.
- Inequities in pricing: transit users pay out of pocket while many auto costs are buried (hidden costs), including free parking. There is an economic disincentive to take mass transit.

LAND USE

- Residential and employment areas are not connected – need mixed-use.
- Need better community design: walkable, housing dense enough to support transit.
- Neighborhood design (cul-de-sacs) makes it difficult for school buses and emergency equipment to negotiate.
- Can't walk due to lack of sidewalks.
- Need to implement capital improvements. It takes too long and frequently involves political footballs that no politician wants to handle.
- Transportation designed toward city center – not useful now.
- Neighborhoods are designed for cars.
- Affordable housing needed, much of our workforce lives out of County. They face limited transportation choices and lack of affordable housing compared to other jurisdictions.

OTHER

- Parents are requesting school buses more often. They are concerned about children's safety and the lack of sidewalks.
- Bankers don't want to fund innovative development and aren't interested in public transportation.
- Everyone has busy lives, but we need to work together to solve problems.
- Cultural influences can create friction on road.
- Drivers' competency problems.
- Need more viable commuting options and transit routes to offer alternatives to driving. Employers should encourage workers to use alternatives but they need to be convenient.
- Non-commuting trips are increasing.
- Develop awareness of pedestrian issues.
- Pedestrian safety is a growing issue; there have been more pedestrian fatalities than homicides. Need education and pedestrian-friendly engineering, including crosswalks.

SOLUTIONS:

PUBLIC TRANSPORTATION

- Change image, experience, and amenities of public transportation.
- Community-oriented, easier to reach and use.
- Political leadership should experience transit.
- More convenient and frequent buses.
- More kids on school buses, rather than driving to school.
- Build the proposed Purple Line to improve connections.

LAND USE

- Infrastructure should be developed more comprehensively.
- Encourage innovative development using private/public cooperation.
- Market and educate public on what works (Kentlands, mixed-use).

OTHER

- Employers should give transportation allowances, not parking.
- No road or utility work in daylight.
- Implement short-term solutions.
- Educate about and enforce pedestrian safety.
- Change funding to use fuel tax for transit. Consider a tax for commuting vehicles. Also, reassign traffic fines from the General Fund.
- Create regional and State cooperation.

Women and Families Focus Group

November 14, 3:30 to 6:00 p.m.

Attendees:

Marjorie Ackerman Executive Director, Life Skills Workshop
Linna Barnes President, Montgomery County Council of PTAs
Barbara Heyman Maryland Commission for Women
Barbara Meima Life Skills Workshop
Anne Schmitz Executive Director, Child Development Center
Nancy Schneider Network for Children
C.K. Tenenbaum Children's Resource Center
Alice Yang Yeh Director of Human Resources, Peace Technology, Inc.

Task Force Members:

Janyce Hedetniemi

Family survival often relies on overcoming public transportation obstacles on a daily basis.

SUMMARY OBSERVATIONS

More than 14 percent of County households have an income of \$30,000 or less, and often relies on public transportation to meet basic health, housing, and job needs. Family survival often depends on overcoming transportation obstacles on a daily basis. However, current planning, policy, and programs for the less affluent are fragmented and insensitive to their transportation needs; they should be assessed to determine their effectiveness.

We need better transportation to outlying areas where affordable housing is located.

The lack of public transportation alternatives makes it difficult for the less affluent to reach work, home, healthcare and childcare.

Decrease public transit fares during rush hour.

Public transportation is not family friendly.

Public transportation should use technology better.

Establish an ADOPT-A-SHELTER' program for the private sector, underwrite the cost in less affluent neighborhoods.

Offer more daycare options at schools, employment, and transit locations to reduce traffic.

The lack of affordable housing forces people farther away from job centers. Road infrastructure has not kept up with these changes and there is no public transportation to outlying communities. Public transit with responsive scheduling, information, and pricing would serve this group. A family-friendly bus and Metro system, with bathrooms, better handrails, better fare systems, larger and less crowded exits, and priority seating should be developed. Neighborhood-serving jitney van service is a must for trips, to deliver goods, and to fill gaps in current public transit service.

Transportation and neighborhood planning should be integrated with day care at school, employment, and transit locations, and more options within neighborhoods for work and services.

WORKING NOTES

PROBLEMS:

PUBLIC TRANSPORTATION

- Physical access to bus is difficult: walking, no sidewalks, inadequate shelters, time factor.
- Buses need different height handrails.
- Public transportation is not family friendly: no bathrooms, no hand rails, no sidewalks, poor card system – should be like New York’s – one plastic card for everything.
- Metro policies are not family friendly: exits are too small and crowded. There are no policies for priority seating for mothers with small children.
- Individuals need incentives to use public transportation, reductions for less affluent.
- Need better scheduling and efficiency: shuttles are not on time.
- Need better connections. It is difficult for workers to reach jobs, especially those with multiple jobs or jobs at unusual hours.
- Why does it cost more at peak times? Should encourage ridership with discounts.
- Need more flexible pass and fare schedules. Ten dollars for a weekly bus ticket is too much for some.
- Need better information about buses and schedules. There is no web site or telephone number to let riders know about construction and delays.
- Limited accessibility to transit from neighborhoods.

CONGESTION

- Congestion is not just a rush hour problem. Non-rush hour construction contributes to congestion.
- Signals are poorly timed.
- Congestion is time consuming and leads to frustration.
- Frustration with traffic and distractions, other activities while driving (busy lives).
- Congestion is causing people to move farther out for affordable housing but still working here and road infrastructure has not kept up with this movement.
- Need to schedule appointments outside of rush hour.
- Cut-through traffic comes through neighborhoods at excessive speeds.

OTHER

- Employers have a responsibility to plan how their employees will get to work.
- Right turns on red are dangerous for pedestrians.
- No jitney or minivan services.

- Moving goods is difficult for low-income, non-profits. Need transportation alternatives.
- Employees need their cars for meetings, etc.
- School bus safety – other drivers need to respect buses and children.
- Lack of options makes it difficult for less affluent to reach work, home, and childcare.

SOLUTIONS:

PUBLIC TRANSIT

- Establish an “Adopt a shelter” program.
- Increase transit options.
- Improve routing, amenities and information at nodes, east/west connections.
- Use cable TV for information.
- Improve scheduling by increasing hours, offering better telephone information, and technology.
- Coordinate modes to make links clear and convenient.
- Improve customer service.
- Improve connections to airports.
- Fare cards and pricing: provide solutions on site, give drivers and ticketers the authority they need to solve problems, increase riders’ purchase: plastic cards, with discounts and incentives, in smaller denominations. Decrease fares during rush hour and offer tax incentives.
- Increase neighborhood service using jitney van service, especially in less affluent neighborhoods.
- Encourage public/private partnerships.
- Implement family friendly policies and better training for employees.
- Use computer technology to transmit information, including better information for buses.
- Make bus stops safer; erect barriers to protect from cars.
- Create more incentives for public transportation.
- Make public transportation cool – educate children.
- Create brochures for education.
- Make routes more accessible.
- Improve marketing of public transportation.

LAND USE

- Offer more daycare options at schools, employment, and transit locations.
- Increase telecommuting and job sharing to enable flexibility (not often available at entry level).
- Reduce parking for high school students.

PEDESTRIAN

- Better educate drivers and pedestrians for safe crosswalks.
- Build more sidewalks.
- Eliminate right turns on red.
- Build crosswalks over major roads.
- Encourage bike riders on paths to be more cautious.
- Educate about school bus safety.

Spanish-Speaking Blue Collar Workforce Focus Group Meeting

January 13, 8:30 to 12:00 noon

By reaching out to the Spanish-speaking citizens of Montgomery County, the Task Force was able to gain a new perspective on County transportation problems and solutions. The established and growing Spanish-speaking immigrant community in Montgomery County, for various reasons, is representative of the County's entire immigrant population. According to Census Bureau estimates, 10.8 percent of Montgomery County citizens are of Hispanic origin, reflecting a 65 percent increase between 1990 and 1999.

Certain characteristics of this community, such as its relatively young age, its high dependence on public transportation, and its large proportion involved in occupations that require commuting at off-peak hours, imply that an awareness of their unique transportation needs will be helpful to the Task Force.

Attendees:

Unlike the other focus groups, this meeting was advertised through local Hispanic newspapers and churches. The meeting was open to all comers and the approximately forty attendees broke up into smaller groups with translators, when needed, to express their opinions.

SUMMARY OBSERVATIONS

The predominant themes of this meeting were safety and efficiency, particularly safety at Metro stations and bus stops, and the reliability and efficiency of Metro and bus services. Their perspectives are derived from commuting to work (sometimes multiple jobs) during off-peak hours; undertaking important errands such as doctor's visits and religious activities; and socializing and enjoying recreation facilities.

Road safety is also a concern, including speeding; lack of separation between pedestrians, bicyclists and automobiles; defective traffic signals; and dangerous intersections without signals.

The group agreed that Metro and Ride-On buses provide poor quality and unreliable service. They cited the lack of weekend and night service, poor adherence to schedules, unclean buses, inadequate and unsafe bus shelters, limited routing, and lack of good customer service as serious defects.

Community residential areas separate from mass transit and services are inefficient and inconvenient, making travel for social and religious purposes difficult, and limiting individual freedoms and adversely affecting their quality of life.

Latinos rely heavily on bus service for commuting to healthcare, recreation, religious activities, and quite often to two, sometimes, three jobs.

Buses don't take us where we need to go or when we need to get there.

Buses provide limited weekend and night service, unreliable service, unclean busses, inadequate shelters, limited routing, and rude staff.

We need better bus service between the County and Langley Park.

There is no adequate service information in Spanish about bus routes, schedules, etc.

Make better bus connections between where less affluent people live and work.

WORKING NOTES

PROBLEMS:

SAFETY

- No clear segregation of bikeways and vehicular traffic creates conflicts between bicycles and automobiles.
- An absence of barriers along the rail lines at the platforms creates unsafe Metro stations, particularly for children and senior citizens.
- Speeding bicyclists and motorists endanger pedestrians.
- The intersection at Quebec and New Hampshire is very unsafe. Without a signal, there are numerous accidents at this location.
- Traffic signals often don't work properly.
- Bus stops are not designed to be safe enough. Sometimes drivers do not see passengers waiting at bus stops.

PEDESTRIAN SAFETY

- Streets without sidewalks are unsafe for pedestrians, especially children.
- There aren't enough road signs warning drivers of pedestrian areas.
- There are no bus routes through neighborhoods, hence the walk from bus stops to residences expose people to danger at night.

PUBLIC TRANSPORTATION

- There is no Sunday bus service in some parts of the County.
- There is no night bus service for those who work at night.
- Buses do not adhere to schedules. They are not frequent or reliable.
- Waiting times for buses are too long, especially during weekends and outside peak periods.
- There are no bus routes through neighborhood areas.
- When buses arrive, their loading times are too short for passengers.
- Buses are typically dirty.
- There are few bus stops in some areas, e.g. Olney.
- There are no mass transit services for senior citizens in certain areas.
- Some bus routes are too long.
- Some bus stops (especially neighborhood stops) do not have shelters.
- Bus stops are not designed to protect passengers from inclement weather.
- Connections between different transit modes are inadequate. Sometimes one needs to walk long distances to one's destination.
- In some areas transit services operate during peak hours only. This creates difficulties for those with multiple jobs.
- WMATA help line never gets answered.
- Sometimes buses do not stop at bus stops even if passengers are waiting.
- There is no adequate service information in Spanish (about bus routes, schedules, etc.), especially about Ride-On.

- Bus connections between Montgomery and Prince Georges Counties are poor especially on Sundays.
- Mass transit services are so bad that one needs a car, particularly during weekends.
- Bus drivers discriminate against Hispanic riders.
- Too many connections are required to make trips.
- There is no information about how to lodge complaints.

PLANNING LIVABLE COMMUNITIES

- There are no village-like settings where homes are in proximity of mass transit facilities, services, and recreation. This kind of planning is affordable and more convenient.

OTHER

- Public parks remain dirty with trash all over, especially on Sundays.
- Poor public transit has very serious effects on quality of life. It's hard to visit friends or senior citizen centers and medical appointments are difficult to keep. Lack of service limits their freedoms.

SOLUTIONS:

SAFETY

- Need more signs warning drivers about presence of pedestrians.
- Provide more bikeways and sidewalks to separate traffic.
- Improve lighting at bus stops.
- The police should avoid stopping traffic offenders at/near bus stops or in front of buses.

IMPROVING PUBLIC TRANSPORTATION

- The transit system should be more dependable.
- Provide more buses.
- There should be more aggressive marketing of transit services in Spanish; some citizens are unaware of available services.
- Provide public transportation close to houses and apartment buildings and through neighborhoods where the need is greatest.
- Buses should run more frequently both day and night and especially during rush hours.
- Expand senior citizen bus services to provide access to senior centers.
- Prolong the times buses wait at bus stops.
- Provide smaller buses for off-peak hours.
- Lower the fares, especially on weekends.
- Provide and publicize information and schedules in Spanish. Notices in buses and trains, and at stations should be translated into Spanish.
- Improve shelters at bus stops.

- Bus drivers and other employees of public transport should be trained in customer service, courtesy and safety. Supervisors at Metro stations should be trained enough to know answers to questions from riders.
- Circular routes through neighborhoods will prevent crimes at bus stops.
- Student identity cards should be accepted on all public transport.
- Buses should have one door for entry, and the other for exit.
- Buses should be cleaner and well maintained.
- Introduce smart cards soon.
- Change the access machines (ticketing) at Metro stations to encourage reverse commuting.
- Snow should be removed from bus stops.
- Sell advertisement at bus stops (no tobacco ads) to help maintain them.
- Use the radio to publicize information.
- During inclement weather allow riders to wait on buses during platform time.

PLANNING FOR LIVABLE COMMUNITIES

- Build more roads, bikeways, and sidewalks.
- Provide more street illumination for pedestrians.
- Create more neighborhood parks/recreation facilities near transit.
- Provide safe walkways to connect bus stops, recreation and other facilities.

OTHER

- Create places in buses, waiting areas, and metro facilities where job listings in Spanish and English can be posted.
- There should be more communication between the Hispanic community and the rest of the citizens on all issues.

Banking and Development Focus Group

March 16, 8:00 to 10:30 a.m.

Attendees:

| | |
|------------------|---|
| Patrick Burke | Vice President, Chevy Chase Bank |
| Paul Chod | President, Minkoff Development Corporation |
| Michele Cornwell | Senior Vice President, Chevy Chase Land Company |
| Kevin Crown | Peterson Companies |
| Mark Friis | President, Rodgers and Associates, Inc. |
| Enos Fry | Group Manager for Washington Metro Area, Provident Bank |
| Alex Inglese | Development Manager, Federal Realty Investment Trust |
| Robert A. Jacobs | Senior Vice President, Acacia Federal Savings Bank |
| Stephen Kaufman | Linowes & Blocher, LLP |
| Rod Lawrence | Vice President, JBG Companies |
| Dick Pettit | President, Pettit & Griffin, Inc. |
| Robert Scheer | President, Scheer Partners |
| Michael Smith | Senior Development Manager, LCOR Inc. |

Task Force Members:

Janyce Hedetniemi
Stan Schiff
Marty Stanton
Luella Mast

We have poor access to regional airports-it is critically important to have better connections to Dulles and BWI.

Our global competitive edge is defined by the county's economic well-being, access to jobs and recreation, neighborhood viability, and affordable housing- congestion is undermining these critical elements.

A river crossing will bring jobs to the county.

NIMBYISM fosters status quo thinking and policy gridlock.

To build the mixed-use communities that we need near Metro, we must define new decision making processes guided by creative strategic thinking.

County policies don't support Smart Growth in urban areas.

County plans are good but implementation is poor -- especially implementation of infrastructure.

The County has an urban vision; the policies promote suburban development.

SUMMARY OBSERVATIONS

This group focused on improving Montgomery County's competitive edge in the global marketplace and on market and regulatory impediments to achieving the high-density, mixed-use communities recommended in master plans.

Participants identified elements that define Montgomery County's quality of life – economic well being, access to jobs and recreation, neighborhood livability, and affordable housing. These elements are critical to maintaining the County's competitive edge, yet they are undermined by a congested transportation system.

Traffic congestion and the lack of east-west transportation connections are viewed as the most important problems facing Montgomery County. The critical importance of better connections between the I-270 Corridor and the BWI and Dulles Airports was strongly reiterated throughout the session.

There is a potential crisis if the County does not manage congestion. Highly competitive and more desirable

jurisdictions will lure away jobs, negatively impacting the County's tax base and leaving us with the high cost of salvaging lost opportunities. Participants believe our future success in the global marketplace depends on our ability to see the next step – and take it.

The County's "policy gridlock," a win-at-all-cost mentality, fosters the status quo and benefits no one in the long run. Existing planning and regulatory decision-making processes pit groups against each other, making negotiation and consensus difficult.

While opinions on a second river bridge are mixed, participants want better collaboration among the various jurisdictions, allowing regional transportation facilities to be studied and planned comprehensively.

The perception persists that Montgomery County government has a negative attitude toward business and that infrastructure is not keeping pace with business. The planning process fosters this perception, since it does not provide certainty. Because of disagreements between government agencies, developers often feel like hostages between competing interests. This uncertainty is heightened by "NIMBYISM" and the excessive influence of varied, powerful interest groups. Many participants contend that the County operates by regulation rather than creative policy making and strategic implementation.

Participants see a disconnect between smart growth and County policy. They believe a no-growth mentality is not the same as Smart Growth. This attitude contributes to a shortage of affordable housing near employment areas and deprives the County of middle and lower level workers who are critical to the economy. (see Appendix B, Letter #1)

Planning has been reactive, rather than proactive, and is a political process rather than a planning process.

WORKING NOTES

PROBLEMS :

- Certain problems in Montgomery County, and the region as a whole, threaten the quality of life of present and future citizens.
- The County faces a crisis in housing, job losses, business flight, and transportation (the biggest crisis). Housing shortages will stifle job growth.
- Regulatory impediments create a disincentive to invest in Montgomery.
- Even though incentive packages in Maryland are better than those in Virginia, a negative perception prevails concerning the business environment in Maryland.
- Prevalent air of uncertainty in business due to the influence of varied, often powerful, interests.
- Government uses hindsight to forecast the future.
- Excessive government micro-management at the expense of the macro issues.

- There is a lack of affordable housing in the downtown areas, and even in the outlying areas.
- Traffic congestion is getting worse by the day: it is a nightmare commuting to Virginia.
- Endemic congestion turns off prospective investors.
- The fear that a Potomac bridge would benefit Virginia is unfounded; both Maryland and Virginia stand to benefit, and it is necessary to work in cooperation to construct it.
- Inadequate commercial and office space.
- The County is perceived as a good place to live but not a good place to work. This perception has a moderating effect.
- Failure to maintain and implement infrastructure plans – roads, bridges, etc.
- Excessive citizen resistance to development, NIMBYISM, regardless of approved zoning, hinders effective implementation of master plans. There are suburban roads in urban areas.
- County's decision making is fragmented. Unavailable answers create uncertainty. There is often no agreement between the different government agencies, and developers often feel like hostages between those agencies.
- County's regulatory process is excessive, protracted, overlapping, "backwards" and difficult. The permit process is faster in Virginia.
- Existing programs and good regulations are not being applied properly; the process needs to be reversed.
- The business climate in Montgomery County is agreeable, yet developers are burdened with requirements to develop infrastructure – traffic lights, SWM, roads, sewer, water – as well as other costly regulations.
- In-fill sites are too difficult to handle because of excessive government demands for utilities, storm water drainage, and other infrastructure.
- Limited opportunities; there are few sites and high upfront costs.
- The County's practice of taxing permits and not the improvement depletes resources for development. Need to do the opposite.
- The Annual Growth Policy works against smart growth principles.
- Policies designed to promote development at transit hubs (Metro stations) conflict with existing reality of low trip capacity.
- Development moratorium at Metro stations contradicts smart growth policy. There is a disconnect between smart growth and County policy. A no-growth mentality is not same as smart growth.
- Plans are good, but implementation is poor.
- Even though the County has an urban vision, the policies promote suburban development, resulting in sprawl. Plans have promoted hyper-sprawl.
- Development moratorium stifles development in areas that need it.
- We have a political process instead of a planning process.
- There are high front-end costs to developers.
- Planning is not proactive; it is reactive. The wedges and corridors strategy formulated in the 1970's is doomed. It has not allowed enough east-west access.
- Lack of development opportunities in Maryland compared with Virginia.
- Poor access to airports.

SOLUTIONS:

- Promote clarity and certainty in regulations and the development process.
- Set priorities. Maintaining our quality of life should be the core issue.
- Master the political will to confront the roots of the problems and not the symptoms.
- Face the reality that the area is in decline then target certain areas for improvement.
- Government should partner with businesses to plan and implement development.
- Create jobs in Maryland to compete with Virginia.
- Change the perception that Montgomery County is a good place to live, but not a good place to work. Growth is good; need balance. Change the perception that Northern Virginia is more business-friendly than Montgomery County (especially in the plan approval process, cost of land, inconsistent regulations, and willingness to expedite).
- Improve our competitive edge. Establish a clear, effective program to attract and support businesses, both large and small. Use tax and other incentive packages to attract and keep businesses.
- Institute economic and other incentives to create a business-friendly environment.
- Compete effectively in order to keep jobs in the County – Virginia has been effective at competing for international companies.
- Government should focus on the big picture and stop micro-managing.
- Government should be more than a regulator; it should be a facilitator.
- Apply all means to aid businesses to achieve their business objectives.
- Increase commercial development.
- Housing for all workers supports jobs.
- Promote the development of affordable urban housing and residential choices in urban and suburban areas. Provide incentives for development of high-density urban housing.
- Simplify government approvals and meet developer needs.
- Manage congestion using incentives and partnerships.
- Outdated plans should be discarded and replaced with up-to-date ones.
- Create a new sense of urgency to deal with problems such as congestion inadequate affordable housing, infrastructure, etc.
- Educate citizens about the looming crisis. Paint a clear picture of trends, current situation, and the prospects if immediate drastic action is not taken.
- Planning should be proactive, not a reaction to development. Planning policies and the planning process must be clearly defined. Ensure that plans are fully implemented.
- De-politicize planning. Planners should be allowed to do their work, in spite of the need for public input.
- Pursue inter-jurisdictional cooperation; establish a regional approach to decision-making and planning; a compact where issues can be addressed.
- Address congestion through traffic management and infrastructure improvements to allow free flow of automobile traffic.

- Establish connections between jobs to housing. Bring jobs to the communities.
- County should be planning for smart and balanced growth.
- Change attitudes towards Potomac Bridge and airport access.
- Provide transportation alternatives.
- Provide easy and effective east-west connections. Learn from Fairfax County's Route 28, which has proven to be an efficient east-west highway.
- Provide a purple Metro line, a light rail, or an alternative to connect Shady Grove and New Carrollton.
- Promote density and flexibility.
- Build bridge across the Potomac.
- Promote regionalism. Establish an inter-state compact, not regional government, but a forum to air and clear differences, promote regional cooperation, and resolve disputes.
- Distinguish between "have" and "have not" Metro stations and follow a strategic approach involving special schemes AGP, bus services, incentives, etc. to develop and support them.
- Ensure that Metro plans are in sync with long-term plan objectives and market trends.
- Redevelop and revitalize the aging inner areas.

Trucking Companies Focus Group

April 4, 2:00 to 4:00 p.m.

Attendees:

| | |
|----------------------|-------------------------------------|
| Steven Dustin | Pepsi Cola Company |
| William Simpson, Jr. | United States Postal Service |
| Peter Knuppel | United Parcel Service |
| Bruce King | Coca Cola Company |
| Robert Hutson | Valley Protein, Inc. |
| Jeff Bergmann | Bergmann's Laundry and Dry Cleaners |
| David Marbury | Giant Food, Inc. |
| Jim Durfee | Office Movers, Inc. |
| Sheldon P. Sadugor | Century Distributors, Inc. |
| Dave Hawkins | SYSCO Food Distributors |

Task Force Members:

Janyce Hedetniemi
Stan Schiff
Luella Mast

Customers and revenue are lost when in gridlock!

Mixed-use communities are often not truck friendly --- design commercial centers close to major roads for ease of access and less noise to residents.

Commuters need alternate routes and transit options, better connections between work and home.

We need better connections to I-95 and Virginia.

Many private loading docks are substandard and inadequate. Add truck friendly loading docks to design standards for new buildings, otherwise our trucks back up into local streets waiting for loading dock space.

SUMMARY OBSERVATIONS

This group focused on the needs of fleet trucking companies in the region. The participants represented companies engaged in a wide range of businesses, with fleet sizes ranging from 70 to 3,500. Altogether the companies represented had a total of 5,355 trucks that travel Montgomery County roads.

From regional issues such as a lack of highway connections, to local issues such as sub-standard loading docks, this group is frustrated by government's inability to remove excessive regulations, improve connections, address gridlock, and clear traffic bottlenecks. The County's inability to deal with these issues conveys an anti-business attitude.

For businesses that move and distribute goods, gridlock is the biggest problem. Congestion on some of these roads can be a 24-hour problem. Some operators have resorted to costly overnight and weekend truck operations. Despite these problems, it is still cheaper to move goods by road than air, and with expanded fleets and traffic, congestion in the region could grow worse. (see Appendix B, Letter #2)

Participants agreed that lack of alternative routes causes Beltway congestion, increasing their operating costs. A Beltway bypass could divert long distance vehicles.

At a local level, routine deliveries are time consuming, costly, and difficult because of inadequate loading zones and parking, particularly in the CBDs.

County truck policies demonstrate an anti-business sentiment. For example, the County's quiet zone policy prohibits late night or off-hour deliveries, adding to rush hour traffic, yet allows trash pick-up in those same hours. Furthermore, participants felt that engineers continue to apply outdated road design standards, and consequently, roads can't accommodate vehicle size and volume.

Suggestions for addressing these concerns include improving mass transit to reduce traffic volume, providing affordable housing near employment centers, increasing road capacity (especially the Beltway), providing commuters with alternate routes and transit choices, and providing additional east-west and north-south connections to Virginia and the I-95 Corridor.

Along with improvements to mass transit, participants suggested allowing trucks to use I-270's HOV lanes, double-decking the Beltway to double capacity, and providing commuter rail service along its outer lane. They also suggest requiring truck-friendly loading docks and parking spaces in central business districts and local commercial zones; and redesigned roads and intersections with additional lanes to allow free-flow of traffic.

Participants also feel that increased driver education and a well-publicized code of ethics could help reduce congestion and accidents. Driver tests should include knowledge of special safety hazards and dangers of trucks.

WORKING NOTES

PROBLEMS:

- The absence of alternative routes and of east-west connectors between I-270 and I-95 aggravates Beltway congestion. The ICC would help address it.
- Beltway gridlock is lasting longer, from 5:30 to 9:00 a.m. And from 3:30 to 7:00 p.m.
- The Beltway/I-270 split is poorly designed and creates a bottleneck.
- There are too many traffic lights on roads that serve truck traffic, especially north-south routes.
- Loading zones are inadequate. Truckers regularly double-park and wait long hours to use loading docks in turns. Drivers who illegally park get tickets, an added business expense. Bethesda and Chevy Chase have the worst docking problems.
- Loading docks are substandard and inadequate. Establish new design standards using federal government loading dock standards.
- If drivers can drop off at docks, loading docks will be freed up.
- Too many speed bumps in residential areas.
- Poor access to customers increases operating costs and reduces profits.
- Quiet zones force truckers to deliver during peak hours, adding to congestion. Consider allowing late night or off-hour deliveries.
- Developers should be required to consider truck noise when designing and choosing material so that deliveries can be made during off hours and in quiet zones without inconveniencing residents.
- Many truckers would be willing to operate during non-peak hours, but it is difficult to find drivers. DOT limits on drivers' hours prevents companies from using them during non-peak hours.
- Congestion makes overnight delivery a premium for many companies. Other companies have acquired more trucks because trucking is cheaper than airfreighting.
- Truckers are unable to use larger trailers and operate more efficiently and economically because of congestion.
- Planning standards and development review regulations should emphasize building accessibility.
- Road construction should be permitted at night only, or construction crews should be required to open closed lanes earlier because congestion is starting sooner.
- Make roads more efficient by encouraging transit, bus, and staggered working hours by government workers, not businesses.
- Toll roads slow traffic, waste time, and are expensive.
- Road design is unsuited to current needs and volume of truck traffic, hence there are too many "no thru trucks" routes. The hottest spot is Wooton Parkway at Father Hurley Boulevard.

SOLUTIONS:

- Provide truck-friendly access to shopping centers – alleys are too narrow and need to be widened.
- Build more roads and widen existing roads to improve accessibility.
- Developers should be required to provide larger buffers between commercial and residential development to reduce noise.
- Introduce grade separations, for example, at the Rt.198, Rt. 29, and Rt. 108 intersections.
- Consider using rotaries to ease traffic flow.
- Construct better access to I-95 from the north of the County.
- Construct an outer beltway beyond the proposed ICC.
- Connect Poolesville and Prince George's County.
- Improve public transit with incentives and expanded Metro parking.
- Provide critical east-west connections between I-95 and I-270.
- Institute new loading dock regulations to make them more truck-friendly. Designers should be sensitive to buildings needing truck service. Establish a connection between square footage and docking space.
- Permit truckers to share the I-270 HOV lanes.
- Car drivers need education about ethical road behavior and about the hazards of trucks. Mandate driver education tests that require knowledge of truck safety.
- Adopt smart cards in Maryland. The magnetic toll cards do not work and are not universal.
- Provide adequate parking and loading zones in commercial and residential districts to eliminate illegal parking.
- Eliminate residential street bumps. They unnecessarily slow down traffic.
- Change left turn policy; it works against truck flow.
- Provide more affordable housing near employment areas. The lack of affordable housing compounds gridlock because people are forced to drive to and from other counties.
- Double-deck the Beltway to increase its capacity.

Technology Council of Maryland Focus Group

April 24, 1:30 to 3:30 p.m.

Attendees:

| | |
|------------------|--|
| Angie Bergeron | Government Relations Assistant, Technology Council of Maryland |
| Dyan Brassington | President, Technology Council of Maryland |
| Charles Dukes | Chairman, Scheer Partners, Inc. |
| Kathy Manning | Chief Operating Officer, Technology Council of Maryland |
| Jennifer March | Howard Consulting Group |
| Capers McDonald | President & CEO, BioReliance Corporation |
| Dave Palank | Vice President, Trammell Crow |
| Gene Sharer | Sharer Associates, Inc. |
| Marl Steimer | Earle Palmer Brown |
| Chuck Wilsker | Mid-Atlantic Telework Advisory Council |

Task Force Members:

Janyce Hedetniemi
Luella Mast
Bob Catineau
Sam Raker

The failure to upgrade road and transit connections threatens our economic vitality.

We need a bridge over the Potomac River.

SUMMARY OBSERVATIONS

This group focused on the needs of high technology industry generally in the I-270 Corridor, including employee quality of life, affordable housing, and responsive land use and transportation planning, particularly roads. Participants stressed the need for more roads, particularly the ICC and Techway, as well as the need for a vision for the I-270 Corridor; its access and industries, but also as an area well-equipped with amenities for living and working. To promote continued economic strength, the County's land use planning should address the unique needs of the bio-sciences industry, for example, with satellite centers for selected technologies.

We need roads, roads, roads, especially the ICC. Better access to BWI and Dulles.

The new economy means connectivity but our residential and employment communities are not well connected.

Workers in the high tech industry are here by personal choice, --- let's give them a high quality of life well equipped with amenities for living and working.

Specialized public/private partnerships should be created to support high tech industries, since government can't make all the decisions for realizing the full economic, social, and cultural potential of Montgomery County. The private sector can play an important role, as it has in Silicon Valley.

We need a regional transportation alliance to help plan and deliver major transportation facilities.

Bio-sciences have unique needs to attract and keep its knowledge-based workers --- we need a critical mass of jobs to keep them in Montgomery County, exciting living and working environments, a broad range of recreational and cultural opportunities, and affordable housing.

The failure to upgrade road and transit connections to meet increasing demand has created severe gridlock that threatens regional economic vitality. It is exacerbated by a lack of affordable housing, forcing workers to commute

from more affordable jurisdictions. The County should develop an economy built on physical and computer connections. This economy would need I-95 alternatives that bypass the Beltway, local airport helicopter shuttles, and satellite terminals connecting BWI and Dulles by new rapid transit. Participants proposed additional east-west connections, alternatives across Potomac, and a route from BWI to I-270 and Dulles. Public transit facilities should be expanded and improved through a regional effort.

The County's cumbersome planning process gives the appearance of conflicting visions and works towards maintaining the status quo. Policies separate employment areas from residential areas even though there is no efficient and effective transit system to connect them.

Strategic development locations should be identified with infrastructure consistent with the pace of development. At the same time, growth should be controlled to maintain the County's high quality of life. Employment centers should be developed close to residential areas and should be supported by amenities such as restaurants, service firms, and retail, along with an efficient Metro network.

An inter-jurisdictional approach is needed to address this problem and reduce wasted commuting time. Strong political will and effective regional cooperation are vital to initiating and advancing effective remedies to transportation problems. A regional alliance should include a regional transportation policy, agenda, and a plan to replace current piecemeal approaches.

Workers in the high technology sector are here by personal choice and demand the elements that maintain Montgomery County's quality of life. The County's competitive edge is defined by affordable housing, adequate meeting facilities, recreational and open space amenities, employment alternatives, telework centers and telework programs.

WORKING NOTES

VISION FOR THE I-270 CORRIDOR:

- Create better home/work connections, with employment centers close to houses.
- Provide amenities such as restaurants, services, and retail to employment centers.
- Develop better airport access to both Dulles and BWI and transportation alternatives in Maryland and Virginia.
- Route 66 is congested both ways; roads need to be two-way.
- Politicians must work together on regional issues; we need political will and effectiveness.
- Be aware of available space in Dulles Corridor, but less in I-270.
- Biotechnology industry needs quality venues in the I-270 corridor – recognized places to hold large meetings (Northern Virginia has them).
- Establish support centers of activity to create a sense of community.
- Land-use planning is cumbersome; it should be responsive.
- Need political will to ensure that infrastructure, such as roads, is in place before development.

- Don't let Shady Grove develop like Bethesda.
- We need political leadership to define vision out of conflicting perspectives.
- Montgomery County's land use pattern is already defined for next 20 years.
- Employers will commit to the area because of amenities and the high quality of life.
- The County needs to support planned growth with infrastructure such as transit, but it seems to want to maintain status quo.
- The new economy needs connectivity. Our communities are not connected to each other and to where we need to go.
- Need a sense of community.
- Time management is a problem because commuting is unpredictable (makes planning meetings difficult, commuting to work, life needs).
- Technical educational programs are full.
- Infrastructure should keep pace with development.
- Control growth to ensure high quality of life: workers are here because of personal choice.
- Plan strategically to protect our quality of life.
- Provide adequate public transit.
- To attract and keep knowledge-based workers provide affordable housing and keep commutes to less than 45 minutes.
- Need a critical mass of jobs to retain workers who see employment options.
- Provide bio-sciences with the unique support needed to grow.
- Create an intelligent and open decision-making processes to dispel current frustration.
- Create a regional transportation plan and policies.
- Encourage public/private partnerships.
- Provide high tech satellite centers for selected technologies.
- Identify "strategic locations" for development.
- Improve bus service and expand Metro service to reduce overcrowding.
- Change hours of government workers.
- Create centers of community and make it possible for people to live where they work.
- Provide alternate through routes that bypass the Beltway.
- Build more affordable housing.
- Small incremental steps will help.
- Subway goes downtown only – need better urban service in urban community.
- Create more east-west connections.
- Need economical air service to BWI/Dulles.

COMMUNITY WORKSHOP REPORTS

COMMUNITY WORKSHOPS

While the focus groups targeted specific populations, four community workshops discerned wider perceptions of transportation problems and possible solutions. Almost 300 people participated in the workshops that were held in Bethesda, Burtonsville, Germantown, and Potomac.

During the workshops, the participants were asked to first identify major problems and issues, then to identify opportunities and ideas to solve problems. Further discussions focused on the link between land use and transportation, on needed improvements for roads and transit, and on participants' frustration with public policy and project implementation. Naturally, with so many participants, there were many viewpoints, sometimes variations on a theme, sometimes at opposite ends of the spectrum. But for the most part, workshop participants expressed the same frustrations as the focus groups: public transportation, planning, and implementation.

Through November and December the TPR Public Outreach Work Group held four community workshops. Open to the public, and held throughout the county, the two and one half hour sessions gave residents an opportunity to review the current state of planning and share their ideas and concerns.

To begin discussion staff posed two basic questions to participants: what do you think is broken and how would you fix it? Responses varied with experiences and points of view, but recognized the link between land use patterns and transportation. Workshop participants also wrote down questions and comments that are summarized in tables in the following sections.

Bethesda Community Workshop
National Institutes of Health
November 27, 7:00 to 9:30 pm

S U M M A R Y O B S E R V A T I O N S

WHAT ARE THE MOST SIGNIFICANT TRANSPORTATION AND LAND USE PROBLEMS FACING MONTGOMERY COUNTY?

COMMUNITY PLANNING

- The Planning Board's articulation of County growth policy, development timing, infrastructure needs, and master plan implementation is inadequate.
- Excessive growth is destroying our neighborhoods. Growth boundaries should be established.
- Stop rate of growth.
- We need to catch-up with delivering public facilities to existing neighborhoods.
- Land use is still largely sprawl, the spread-out pattern of development that forces people to use cars as the only convenient means of access to jobs and residences.
- Concentrated mixed-used centers don't offer housing, for example, Rock Spring Park.
- Inadequate affordable housing in the County forces people to drive long distances.
- Inequity in power of different neighborhoods to block planned transportation improvements.
- Cut-through traffic in residential areas is a big problem.
- Road construction must be coordinated with development.
- No coordination between transportation and land use planning and policy.
- Inadequate, patchwork solutions to problems.
- One-size-fits-all solutions can become problems.
- Lack of good neighborhood planning policies and implementation.
- Buildings are surrounded by parking; make them transit serviceable.
- Non-communities exist in the County; areas with no open or civic space.
- Protect irreplaceable open spaces, particularly in urban areas.

DEVELOPMENT

- Reexamine the Adequate Public Facilities Ordinance (APFO). If it's not effective, we need to curb growth through other means.
- Government promotes growth, but not smart transit.
- Develop where there is infrastructure – especially roads.
- The County often fails to implement planning policy because of regulations.

LOCAL CONGESTION HOT SPOTS

- Congestion in downtown Bethesda must be addressed as a priority.

CONGESTION AND CONNECTIONS

- Beltway travel is a problem, traffic crawls in morning and evening.
- Need more roads and transit; congestion between Montgomery County and Virginia is very bad.
- Cross-county (east-west) travel is a problem.
- Lack of transit options that work. Few buses go cross-county.
- Lack of connections in the County, particularly between centers and suburb-to-suburb.
- Lack of links between Red Line arms at Glenmont and Shady Grove.
- Build more roads.

PUBLIC TRANSPORTATION

- Improving bus service through neighborhoods, and between neighborhoods and jobs will help relive congestion.
- Our bus system is not user-friendly and is inadequate to meet the 24/7 needs of an urban community.
- Metro capacity (cars, schedules, parking) is inadequate.
- Lack of coordinated mass transit; more road construction has only resulted in increased traffic.
- Metro maintenance (of cars, parking, stations) must be improved.
- Metro needs to adjust schedules for special regional events.
- Metro system poorly served by Ride-on (30 minute headways).
- Need to supply enough transit to attract people (buses and metro).
- Lack of transit alternatives to the Beltway.

PEDESTRIAN SAFETY

- Improve safety in the area of Bethesda and Woodmont Avenues; poor management of traffic, parking, pedestrians.
- Excessive speeding everywhere is a hazard to pedestrians.
- Enforce speed limits on Sundays on Connecticut Avenue, Montrose Road, and also Randolph Road to protect church parishioners.
- Improve pedestrian safety at intersections; limit right turns on red.

OTHER

- Too few walking and biking facilities; improve their safety.
- Air quality problems indicate the environment is stressed from auto pollution.
- Poor sequencing and an inadequate number of traffic signals effects traffic congestion.
- Reduce the number of teenagers driving to school.
- Problems are political; is there local and regional political will to solve them?
- Oil is finite and rapidly depleting. Many experts predict that oil production will peak within 10 years. We must build a transportation system that uses far less oil.
- How will the east-west trolley effect the neighborhood.

WHAT ARE YOUR IDEAS FOR IMPROVING TRANSPORTATION IN MONTGOMERY COUNTY?

LIVABLE COMMUNITIES

- Develop a comprehensive plan that includes all transportation alternatives (roads, transit, bicycle, and pedestrian connections), that provides workable choices, and that ensures coordinated implementation.
- Provide mixed-use concentrations near public transportation facilities with incentives for developers to build them.
- Encourage people to live close to employment.
- Balance jobs and housing in the I-270 and I-95 corridors and in areas between the two; there is an excess of jobs compared to housing.
- Plan transit services for new employment, mixed-use, and retail centers from the beginning.
- Provide incentives to developers to offer expanded services within housing developments: day care, medical offices, and other community services.
- Reexamine master plans in a coordinated and comprehensive way to ensure that land use and transportation recommendations are compatible and consistent.
- Implement master plan recommendations.
- Retrofit existing developed areas into walkable, transit-oriented communities.
- Develop master plans with land use patterns that minimize the need to drive.
- Challenge the current growth plans. Growth is excessive; reexamine master plans to scale back development.
- Expand the agricultural zone and protect open space.
- Ban large lots.
- Leaders should stop talking about economic growth and talk more about economic health, i.e., sustainable economic growth.
- Encourage a bicycle trail system and support it with infrastructure: showers, locks, etc.
- Recognize the value added to our community by irreplaceable natural resources. There is countywide consensus on protecting forests, water, and air quality.

REGULATING DEVELOPMENT

- Better regulate sprawl that forces people to use cars.
- Discourage zoning culture that prohibits mixed-uses. Encourage housing, shopping, recreation, schools, etc. in close proximity.
- Study our failures. The APFO is not adequate or working – why did it fail?
- Change Planning Board regulatory guidelines and provide incentives to implement master plan neighborhoods, then provide adequate facilities.
- Provide incentives to employers to offer free or subsidized transit, van pools, etc.
- Establish criteria that define sustainable communities; implement those criteria in policies, plans, and regulations.
- Remove hidden parking subsidies by having an FAR for total space. Get rid of minimum parking requirements.

LOCAL CONGESTIONS HOT SPOTS

- Fix neighborhood transportation hot spots first.
- Create low-speed neighborhood pedestrian zones.
- Don't build the ICC.
- Decongest downtown areas to better manage traffic and safety.
- Decongest downtown Bethesda. Consider a one-way street system.
- Extend reversible lanes by 30 minutes on Connecticut Avenue and Canal Road.
- Don't build the trolley along the Capitol Crescent Trail to protect irreplaceable resources. Explore alternatives.
- Make Rockville Pike a walkable and livable main street.
- Install a traffic light at Bellevue/Rockville Pike in Bethesda.
-

CONNECTIONS AND CONGESTION

- Provide HOV lanes on the Beltway.
- Build a Bethesda/Silver Spring transit line.
- Create circumferential transit alternatives along the Beltway to link I-270, MD 355, and Georgia Avenue.
- Provide an east-west transportation solution.
- Build the ICC and connect to Northern Virginia; control development along the edges of new roads.
- Provide more river crossings and consider a tunnel.
- Don't build the ICC or the Capital Crescent Trail.
- Provide transportation solutions while protecting irreplaceable open spaces.
- Connect CBDs, schools and neighborhoods with bikeways.
- Build parkways instead of freeways.

PUBLIC TRANSPORTATION

- Improve public transportation, particularly bus service, to make it more attractive, with coffee bars, bathrooms, reliability, parking, scheduling, civility.
- Expand bus and Metro (and MARC) operating hours to cover nights and weekends and increase frequency of service (headways drop quickly outside peak hours).
- Connect jobs and housing centers with transit.
- Expand free bus system to working poor.
- Provide Bus links along 355 into job and residential centers.
- Extend Metro or transit service to Clarksburg.
- Connect the two ends of the Metro Red Line.
- Connect bike routes and feeder bus routes to Metro stations.
- Allow free and increased parking for Metro users.
- Add more parking call stations.
- Provide satellite parking when needed, with shuttle buses to Metro.
- Consider an underground grid system of transit service.
- Provide light rail along MD 355, to Columbia and Olney.
- Raise CBD and downtown parking prices to encourage transit use.
- Provide transit incentives.

REGIONAL PERSPECTIVE

- The current patchwork solutions create more problems, like Dutch Boy sticking finger in the dike.
- Coordinate long-range planning with other governments in area, particularly Virginia and Prince Georges County, to plan and coordinate east-west facilities.
- Council, delegates, and representatives throughout the region should make an effort to build livable communities, including avoiding pollution, planting more trees (not like Montrose), and providing service roads.

SAFETY

- Develop more boulevards to slow traffic and improve safety at intersections.
- Build adequate parking with safe entrances and exits; improve traffic management.
- Provide traffic calming facilities in neighborhoods.

FINANCING OPTIONS

- Use value pricing to encourage people to use less-congested facilities.
- Establish open land conversion tax.
- Lobby heavily to redistribute state and Federal funding for transportation to Montgomery County.
- Provide incentives for living close to work and alternate modes of transportation.
- Provide economic incentives such as transit friendly mortgages and split rate taxes for development that relieves congestion.
- Use the gas tax to pay for transportation solutions.
- Examine priorities for expenditures; redirect monies from ineffective transportation programs to workable solutions.
- Commuters should pay taxes in both Virginia and Maryland.
- Subsidize alternative work programs: work at home, flex hours, and telecommuting.
- Create a tax system that makes auto drivers pay for facilities to promote transit use and discourage auto use.

OTHER

- Address the myth that building more roads will solve problems. Look at efforts in other communities such as Portland and Boulder, which are pedestrian and bike friendly; and Daytona for sensitivity to pedestrian and elderly transportation needs.
- Take politics out of the development process.
- Resolve transportation problems of Montgomery County first.
- Recognize that our key problem is too many single occupancy vehicles on the road.
- Look for ways to change behavior and discourage auto use.
- Promote smart growth.
- Recognize that freeways destroy timber resources. No more I- 270, no more mega-freeways.
- Reduce traffic speed and width of travel lanes.
- Provide better and more signs and striping on roads for bike lanes.
- Use existing rights-of-way more efficiently.

Table 1
Written Comments
Bethesda Community Workshop

| PARTICIPANT | COMMENTS, QUESTIONS, AND REQUESTS |
|--------------------------|--|
| John Z. Wetmore | Provide choices. Almost 1/3 of County residents do not have driver's license. We must make it possible for them to travel. Provide a mix of uses at a pedestrian scale; make it possible for people to walk between houses/stores/jobs; make it possible to do short driving trips than long ones. Design a transportation network with good pedestrian connections. The walking route should not be substantially longer than near distance. Barriers to pedestrians must be crossable – frequent bridges across interstate highways, frequent safe crosswalks across arterial roads. |
| Ken Reid | Use COG models to model regional transportation facilities – not Park and Planning “Replogle” models with transit “assumptions.” Ensure new Potomac crossings, Montrose Parkway, ICC, and Georgetown Trolley are modeled. No ICC Northern Alignment. |
| Mario Rivero | Mass transportation; adequate urban planning. Project traffic flow patterns. |
| Margarita T. Rivero | We need a traffic light at Bellevue and Rockville Pike. This intersection is the u-turn capital of Bethesda. |
| Helen Secrest | Better control over traffic and pedestrians on Bethesda Avenue, between Arlington Road and Woodmont. Convergence of bikes and people leaving trail, difficult exit from public parking garage, parking on the streets. |
| Neal Potter | Keep government costs down: stop subsidizing parking; work toward less need for subsidizing transit. |
| Richard Berney | Extend rush-hour time for one-way roads. Increase safe bike route system. |
| John Fuchs | There are plans for development, or development is actually implemented in southern Montgomery County without concurrent increases in transit. Look at Friendship Heights, Bethesda, Medical Center. See the need for increases in Metro rail service plus Ride-On 65, 42, 36, etc. |
| Eric Friedman | We need traffic light at Bellevue and Rockville Pike. |
| Lew Barker | We need the Purple Line (College Park to Dulles) and better bike trails. We do not need light rail or the Crescent Trail. |
| Jim Campbell | Commit to build a grid of metro rail service (primarily underground) across all of Baltimore, DC, and Dulles to Annapolis. Privatize which pieces are built 1 st , 2 nd , and so on. Build some each year – perhaps out 100 years. |
| John Steele | Preserve public open space such as the Crescent Trail. Do not build the light rail on the Crescent Trail. The Trail is a jewel – do not destroy it. Build the light rail along Jones Bridge Road. We need intersection improvements on Montrose Road at East Jefferson, Rockville Pike, and CSX railroad to further foster traffic flow. It is not necessary to build the Montrose Parkway to ruin forests and stream valley. Using existing roads and improving intersection patterns are needed. They have been promised in some areas but not delivered yet. |
| Henry F. Krautwurst, Jr. | Redesign Connecticut Avenue/East-West Highway – eliminate stoplight – over-under design well suited to topography. Maintain Capitol Crescent Trail as part of rail to rail system. Consider monorail in addition to other forms of mass transit. Balance development with additional transportation needs adjacent to railways – ICC/Virginia river crossing. |

| | |
|-----------------|--|
| Michael Grant | I think that east-west transportation options are a critical issue for Montgomery County: HOV lanes on the beltway, Purple Line transit line between Silver Spring, Bethesda, and Tyson's. More frequent, free bus service. These are the most important solutions. |
| Ron LaCoss | Air quality issues as they relate to traffic, transportation policy. Building new highways that will not relieve traffic in our region – stop ICC etc. Building Potomac River crossing in the county that will spur development and negatively affect our agricultural reserve. Improve bikeways and pedestrian access. Incentive for carpooling. Poor land use planning, allow mixed use development. |
| Ben Ross | Need Purple Line inside the Beltway. Put transit and autos on an equal footing under master plans and AFPO. Make it equally easy to develop in an area with good transit access and inadequate auto access as in areas with good auto access and inadequate transit access. |
| John Steiner | Is a one-way street has or is being considered for downtown Bethesda? There are a few one-way streets, but one (Woodmont) is confusing to people not familiar with the area. Why do we continue developing commercial areas, which simply compound the traffic congestion in areas like downtown Bethesda? |
| David H. Brown | Where are road construction alternatives? This is a classic case of treating the symptoms, not the causes. In development, traffic impact should be primary concern. Congestion is not just a commuter-hour problem. Ensure public input will have meaning, not just lip service. |
| Eleanor M. Rice | Dangerous intersections between the CBD and the Beltway where movement of autos has taken precedence over community safety and viability. |
| Carl Henn | Implement a tax shift. Reduce taxes on income and property. Increase taxes on parking/mileage/auto ownership. Ban large lot zoning and expand the agricultural preserve. Establish an open land conversion tax. Implement traffic calming very broadly. Give serious consideration to oil depletion. We need more efficient transportation system. |

Burtonsville Community Workshop

Paint Branch High School

November 28, 7:00 to 9:30 pm

S U M M A R Y O B S E R V A T I O N S

WHAT ARE THE MOST SIGNIFICANT LAND USE AND TRANSPORTATION PROBLEMS FACING MONTGOMERY COUNTY?

COMMUNITY PLANNING

- Montgomery County needs to develop an urban mentality to meet our transportation needs.
- The master plans' integrity is ignored by transportation proposals, solutions, and by regulatory processes.
- Recognize potential destruction of family-oriented neighborhoods to solve transportation problems. There is not enough consideration of residential communities or quality design effort when designing roads.
- Lack of sidewalks and bike lanes to get to neighborhood service and employment nodes, and for recreation.
- Need a clear land use policy that preserves green space.
- Loss of environmental livability: air, quiet, green space in County communities. Recognize that air and water pollution problems are related to transportation problems and solutions.
- New housing is too far from workplaces, and increases in population cause sprawl.

DEVELOPMENT

- Serious follow-through concerns in the delivery of services and infrastructure. Can't rely that master plans will be followed. Need to stick to the master plan throughout development process.
- Master plan recommendations and promises to homeowners are not kept when development occurs.
- Houses are constructed before road improvements are delivered, sometimes years later. If can't build roads, don't allow the new development. We need a moratorium on new construction.
- Regulatory policies permit sprawl, congestion, lack of open space.
- New development along MD 198 (in Spencerville and Laurel) is putting traffic on roads and causing delays. Major access problems were overlooked by regulations.
- More transportation pre-planning is needed around large developments. We try to address major problems as an afterthought.

LOCAL CONGESTION

- The location of Routes 198 and 28 has made 60 acres of homeowners association property inaccessible. Also, inadequate separation from golf course would be helped by trees and 'ICC 150' r.o.w. 2/150 wide ESMTS.

- There was inadequate consultation, communication, and coordination with effected communities for zoning and water policy changes along Norbeck Road.
- Communities north of 198 (between 198 and New Hampshire) with dead-end streets are locked in – can't walk or bike – 198 cuts off access.
- Hampshire Greens concerned that MD 198 would grow to 6-8 lanes. Limit 28/198 to two lanes.
- New road at school on MD 198 without light will be nightmare, won't solve problems, but create them. Put road down middle move 100'. Need sidewalks, bike tails, and improved vehicular access.
- Norbeck Road extension should be turned over to State since they are de facto turning it into the ICC (in conflict with the Master Plan).

CONGESTION AND CONNECTIONS

- There are inadequate connections between I-270 and Baltimore/Washington Parkway; in north-south directions; and connecting Montgomery County (particularly the eastern portion) to MD 32 (indirect, must travel to Gaithersburg – MD 108 – MD 32).
- Improve east-west connections without ICC and with transit. Use state-of-the-art construction technology to serve east-west, I-270 high tech area, and BWI airport.
- An east-west connection should be safe, environmentally-friendly, and not high speed.
- Need to resolve the ICC.
- Remove the ICC from master plans.
- Need to recognize that congestion is a major safety problem, especially between 7:00 and 10:00 a.m.
- Develop a countywide traffic impact study.

PUBLIC TRANSPORTATION

- The current bus system is inadequate. It needs more routes, better service to Metro stations, sidewalks to bus stops, and better bus stops (human engineered). There is a lack of adequate bus service to neighborhoods from job centers, transit is expensive, and buses take too long to get to Metro.
- Need transportation alternatives to the automobile.
- Need transit, not buses making north-south and east-west connections.
- Roads destroy communities and green space; give us choices that work and are realistic.
- Target neighborhood preservation as a priority; no more roads.
- Transit not in walking distance within neighborhoods and there are inadequate transit facilities to connect with Metro. There is a lack of adequate bus service between neighborhoods and job centers.
- Publicize cost of cars and roads.
- Metro parking fees and fares are too expensive.

OTHER

- Real estate value decreases near major transportation improvements.
- There is inadequate political will to find solutions to transportation problems.
- There is inadequate notification of community workshops.
- Recognize imbalance of TPR – 60 percent of Task Force members are pro-development, pro-roads. Only thirteen members are interested in other solutions.
- More roads encourages a slash and burn approach that destroys cities. The people who come to these meetings, those in citizens associations, etc. are under-represented in TPR and very under-represented in the decision-making process.
- Montgomery County is paying the price for Howard County development.
- Remember, L.A. tried to build their way out – we don't want to be number one.
- Need to get people out of cars, change behavior, and improve the image of public transit.
- Need more traffic signals.
- Since 1950's, area lost 76 percent of forest land to build roads. Our quality of life is being destroyed.
- Some current construction projects are unnecessary, possibly illegal, e.g., Norbeck and Georgia.
- The effect of rising fuel prices should be included in future planning (the ICC study assumed gas would stay cheap).

WHAT ARE YOUR IDEAS FOR IMPROVING TRANSPORTATION IN MONTGOMERY COUNTY?

LIVABLE COMMUNITIES

- Identify employment areas and give tax incentives for employees that don't drive. Use tax incentives to attract employees to transit oriented job centers.
- Implement master plan recommendations in a timely fashion.
- Identify problem locations and provide network solutions.
- Improve the transportation planning process.
- Keep commitments expressed in master plans.
- Government should stick to policies and implement master plan recommendations.
- Create living and working environments and change attitudes about living in them; they are desirable, they are part of the solution, and they ensure housing affordability.
- Create satellite office space (work centers) to reduce commuting.
- Focus on neighborhoods and make decisions with concern for communities.
- Make transit more convenient to population and employment centers.
- Freeze the number of new housing units and carefully redevelop existing housing that has access to mass transportation, while avoiding displacing current residents. Keep MPDU policy in place.
- Don't encourage more employment.
- Balance growth. Why are we trying to attract more jobs?

- Growth is not sustainable. We need to identify an optimum population limit, define where we are going and set need growth boundaries.
- Identify demand locations for job centers and residential concentrations, and connect them with transit.
- Revitalize urban areas – make them more desirable and reduce sprawl – by encouraging infill and urban core incentives.
- Minimize student driving.
- Provide affordable housing for new employment.
- Preserve the small amount of green space left by thoughtfully and consistently protecting the environment.
- Need better understanding on how the county makes land use policy, e.g., open space, etc.
- Provide more sidewalks and bike trails and make roads neighborhood friendly
- Use elevated transportation solutions to protect environment and protect community character.

DEVELOPMENT REGULATION

- Make APFO regulations more effective through aggressive enforcement.
- Stop construction of new development without adequate infrastructure. For example, on I-270 we cannot handle what we have until additional transportation solutions are found.
- Provide incentives for reduced commutes.
- Limit commercial and residential development. Consider increased standards and measures for open space and consider a population growth limit (moratorium). Develop more effective moratorium procedures.
- Require large-scale employers to build nearby housing; do not allow employers who need 10,000 spaces.
- Require developers to pay for mass transit upfront through subsidies.
- Impose a moratorium on transit-unfriendly campus-style office parks.
- No new roads without bike trails.
- Create disincentives for auto travel (\$85 month for transit - \$175 for cars).

LOCAL CONGESTION HOT SPOTS

- Create more grade-separated intersections to relieve hot spots.
- Build a US 29 transitway.
- Ease the difficulty getting on Route 198 from Batson Road and limit Route 198 to two lanes.
- Install traffic lights at Spencerville and Good Hope Roads.
- Build a transitway in the median of Route 29, north of White Oak.
- Improve light sequencing, particularly along Georgia Avenue and Route 29.

CONNECTIONS AND CONGESTION

- Provide better north-south and east-west regional transportation connections.
- Expand Metro to Columbia, with stops at Burtonsville and other nodes to accommodate trips from Howard County.
- Use existing power line rights-of-way for transit connections of I-370 to BWI via MD 32; Greenbelt station to Muirkirk; and Konterra to Laurel.
- Connect Friendship Heights with West Falls Church via underground Metro.
- Provide helicopter service to BWI and Dulles airports.
- The ICC should be abandoned. Remove it from master plans. The 1997 Draft Environmental Impact Statement indicates the road doesn't warrant destruction of the environment. Stop wasting time on the ICC, it would bring little relief and increase congestion on local roads.
- Construct three new Metro lines: Baltimore to Greenbelt, I-95 to Rockville Station, and the Purple Line.

PUBLIC TRANSPORTATION

- Expand mass transit options that connect and work together – Metro, train and buses. Increase the frequency of east-west service, establish a network of routes, and operate 24/7.
- Improve neighborhood transit service with local jitney service and feeder buses to serve schools and elderly, as well as job centers, and by connecting neighborhoods.
- Improve bus service to neighborhood by providing bike trails and sidewalks to bus stops. Increase funding to create pedestrian and transit friendly environments.
- Create transit-friendly uses surrounding transit stops, design amenities into transit stops, and provide incentives to make public transit more attractive.
- Educate transit employees in civility and customer service.
- Increase Metro parking and train capacity to promote use.
- Expand free ride options, especially for working poor.
- Create ITS (intelligent transportation systems, friendly Web page) and provide better information on mass transit in all languages.
- Build Circle Line to connect ends of Metro and add additional lines.
- Metro extension – it increases density at stations?
- Reduce Metro fares at edge of peak hours to encourage off-hours ridership.
- Develop a priority program to get people out of cars/improve image of transit.

REGIONAL PERSPECTIVE

- Develop greater liaison with adjacent communities, Howard and Prince Georges, regional cooperation necessary.
- Create a multi-county commission to create a regional plan and system review.
- Traffic from Howard County is part of our problem. Howard County should share road burdens. For example, move the ICC to Howard County.

FINANCING OPTIONS

- Develop a regional transportation implementation and financing plan.
- Focus tax incentives on development and link them to planning policy. For example, tax gas and use revenues to build more transit, establish toll roads in and out of D.C. Drivers should finance public transportation.
- Provide transit incentives, reward those who reduce their commutes.
- Cooperation should provide transit subsidies.

SAFETY

- Examine pedestrian access to transit and identify safety issues.
- Provide more sidewalks and bikeways.

OTHER

- Change wide roads to fewer lanes, divided by bus and transit (light rail or bus lane).
- Encourage compressed work week and flex-time.
- Congestion could be a solution.
- Give incentives to employers who want to locate on government land to develop transit sensitive land use pattern, e.g., NIH could build houses for employees.
- Develop incentives for employees to live in Montgomery County.
- TPR members are biased pro-sprawl.

Table 2
Written Comments
Burtonsville Community Workshop

| PARTICIPANT | COMMENTS, QUESTIONS, AND REQUESTS |
|-----------------------|--|
| Anne Ambler | Concerned that many of the Task Force members have a clear bias toward building roads, e.g. from Board of Trade and AAA, development business. We should start from the vision of the county and region – fostering community, preserving trees and streams and air quality. More highways don't fit in this scenario. We should focus on alternatives and on incentives to move people out of their cars. Must have as our ideal sustainability, equilibrium – not growth. |
| John Therman | I have been to many transportation hearings and forums. Always it appears that the majority of those who come out are opposed to roads, in favor of preserving neighborhoods and what green space we have left in favor of alternative transportation. However, the Task Force (this and its predecessors) is pro-road builders for the most part. |
| Lois J. Sherman | In the March 2000 (front page) of the Gazette, Richard Parson, lobbyist for the Board of Trade, began a chant "ICC, ICC, ICC", when Howard Denis defeated Pat Baptiste. Why did Park and Planning reject anti-ICC applicants stating that they didn't want anyone on the TPR Task Force who was focused on the ICC. Who could be more focused on the ICC than TPR member Richard Parsons? Over 60% of Task Force members have a background or history of supporting roads and development. Why are you wasting taxpayers' money and so much time when the make-up of the TPR Task Force dictates the outcome of this biased committee? |
| Susan Edwards | Request: Please send a copy of the Highway and Transit Improvements in Constrained Long Range Plan. |
| David Hamod | Stop the ICC once and for all. It is a project that has outlived its usefulness. Give adequate consideration – citizen input is essential! – to the proposed 28/198 corridor. I am deeply concerned about construction at Norbeck and Layhill, as well as proposed construction at Norbeck and Georgia. Thanks for holding this forum. |
| Mable D. Thomas | The integrity of local master plans should be respected and considered in the planning of roadways. The 28/198 connector should not become the ICC. |
| Barbara Sollner-Loebb | The TPR should better represent individual citizens, not overly the BOT, AAA, SHA, etc., e.g., those who profit from more roads. SHA recently published that the western third of the ICC wouldn't "fly" so they will push for the central-eastern two thirds. They are using, I believe, traffic projections assuming the western third is built, to show a "need" for paving the north-eastern region of Montgomery County. No ICC or ICC-lite! More roads make for more traffic, not less! |
| Barbara Sanders | Transit (web) network to complement existing roads (light rail, feeder bus, bike and pedestrian paths, sidewalks). Remove car subsidies (free parking/ huge pavement costs). Publicize relative costs – not just transit. Cross-county transit connections: increase headways, Purple transit line, help subsidize redevelopment of existing urban centers. |
| John Fay | A great need of any locality is a sense of community. This brings about many social benefits, from safety, to health, etc. We must stop encouraging the dissolution of communities such as superhighways through them. We must encourage the sense of community by making communities walkable and livable and bringing services within walking or biking distance to everyone. <u>P.S.</u> : Also, enforce existing laws, such as land use; e.g., preserve the agricultural reserve, don't simply turn it over to huge mansions. |

| | |
|------------------|---|
| G. Bruce Hobbs | Keep 198 with 2 lanes. |
| Dan Kulpinski | Please place strict limits on residential development. Please preserve green space and create more protected parkland. Please create more on-road bike lanes and more bike trails/paths. |
| Buddy Mednik | Norbeck Road extension should move south, leaving a large buffer of trees between golf course and this road! |
| George Apostle | Move Norbeck Road connector further south. |
| Robert Edgley | I agree Montgomery County needs an e-w corridor. I don't agree on taking the new 28 Ednor/Norbeck Road to 4 or 6 lanes and in turn making this a high-speed connection. |
| Maria Hoey | Route 28/198 expansion – make it neighborhood friendly; increase hike/biker trail so community north of 198 can enjoy new park amenities, library, recreation center – as well as schools and shops without getting in a car. Limit development! |
| Denise Staal | I am not happy with the road being expanded to 4 lanes. Wasn't happy with the road that is not even in yet and now we are talking about 4 lanes. What happened to using Briggs Chaney as the ICC for the Master Plan? |
| Steve Szot | Put the Eastern ICC connector where the Master Plan had it and not in Northern Alignment. The Norbeck Road will be enough of a problem/issue at 4 lanes vs. expanding it to 6-8 lanes. |
| Barbara Medina | To alleviate both the congestion on east-west and north sides road, three new metro rail connections: Metro rail down I-95 from Baltimore to Greenbelt Metro station, Metro from I-95 Metro to Rockville metro station, Purple line. |
| Stan Doore | Incorporate elevated road, rail and trail construction technology to provide better land use and to protect the environment and provide bus rapid transit and monobeam/monorail. |
| Jurgen vonBredon | Support the Master Plans. Study 270- 108- 32 – BWI routes. Abandon Northern Alignment for ICC. Preserve agricultural zoning. |
| Rick Manning | 270 corridor's airport should be Dulles! Time has past when we can give growth a green light and then play catch up with roads, schools and housing. ICC in other garb is just as unacceptable as the originals (e.g., widening of 198, other efforts to encourage traffic across 198) Master Plans capture what brought us to the County. Please do not abandon them in an effort to starve off inevitable congestion a few years. A few minutes more in traffic is an acceptable price for the rural environment we bought into. |
| Byrne H. Kelly | Make Metro rail/bus offer extra low rates from 5a.m. to 7a.m. and 3-4p.m. to 7-8p.m. Bring metro rail north from the Greenbelt yard to Muirkirk, Pepco to Konterra and back to Laurel utilizing the CSX Pennline Corridor and Pepco's HVTL R.O.Ws. Connect Montgomery Airpark and the PEPCO 250' HVTL R.O.W. to Route 108 by allowing private and public funding to build a road 4 lanes, parkway style, limited access, earth-bearthed and forested slopes to partial sound waves (where necessary) that would be free for electric-hybrid vehicles but tolled (heavily) to all others. Same idea: From Burtonsville to I-95/495 – park and ride to University of Maryland to Ray Road/N.N Avenue. Work with CSX (Give them \$\$\$) so as to use the Twinbrook Metro with the Silver Spring Metro – now not later. |

Germantown Community Workshop

Seneca Valley High School

December 4, 7:00 to 9:30 pm

S U M M A R Y O B S E R V A T I O N S

WHAT ARE THE MOST SIGNIFICANT LAND USE AND TRANSPORTATION PROBLEMS FACING MONTGOMERY COUNTY?

COMMUNITY PLANNING

- Master plans don't make effective recommendations for transportation and land use; transportation solutions don't follow master plan recommendations.
- Need more mixed-use plans and communities; on I-270 there are few mixed-use plans, on I-95 they are virtually non-existent. Residential uses dominate.
- Lack of incentives to live close to work: live/work options are not available and employment development at transportation nodes is limited.
- Job and housing locations are disconnected. Bethesda has good ratio, other locations have poor ratio.
- Poor coordination and timing between development and supporting infrastructure, including transit service. There is a lack of foresight to design facilities suitable for the future.
- There is capacity for density in Agriculture Reserve. The County can grow without violating Agricultural Reserve. "Marylanders for 2nd Crossing" want another bridge.
- The Agricultural Reserve is an asset and we should protect the open space assets.
- Need to safeguard green space. Not all land is created equal, especially forests; keep forests intact, such as those near Poolesville.
- The County has developed under 30 years of flawed planning and transportation policies, without solving problems. Need to identify new policies to deal with new problems.
- Sprawl is encouraged.
- Short-term planning instead of long-term visionary planning.
- Poor land use coordination with transit nodes.
- Master plans need attention; same old, same old.

DEVELOPMENT REGULATION

- Inadequate regulation and enforcement allows houses and businesses to be built before considering roads and infrastructure.
- The construction community bears no responsibility for transportation.
- Inadequate incentives to shorten distance between work and home, with no incentives to reduce sprawl.
- Current policies are responsible for problems.
- Most of the premises underlying transportation policy are not true, e.g., road improvements promote development. Development occurs even in the absence of road improvement.

LOCAL CONGESTION

- Fix rush hour hot spots in the Upper County.
- Resistance to programs and projects that can solve the problems, consequently there have been mainly small, stop-gap measures.
- Improve signal timing on Great Seneca, from Clopper Road and on Quince Orchard Road. The signals are poorly timed, and at the speed limit, drivers hit red lights one after another.
- Eliminate key bottlenecks.
- We need an inter-county connector and new river crossing.
- The planned convention center in North Bethesda will only increase current problems.

CONGESTION AND CONNECTIONS

- Congestion is not well managed; Routes 355, I-270, and 112 are full.
- Highway construction is not the solution.
- Inadequate connections: Metro and roads don't go where commuters go, can't get to BWI in peak periods, no eastern by-pass for I-95 causes Beltway congestion, general lack of east-west transportation, difficult to reach the eastern County, north-south routes are a problem – improved, but now congested again, peripheral road/"quick fix" is not the answer, American Legion Bridge in inadequate Virginia connection, (need an alternative route), traffic through the County creates local problems, short cuts taken through small towns and neighborhoods are a negative consequence of congestion, expanded express bus service needed.
- Network improvements have not been made.
- Escalating housing prices force people to live in other communities. We need to create living environment near work environment.

PUBLIC TRANSPORTATION

- Transit alternatives to the CFR are inadequate; find other ways to move people: encourage walking and biking, educate employers about transit options, lack of adequate convenient transit facilities, change of mode deters transit ridership, chronic funding shortage reduces future options, transit operations, and maintenance, need to improve train frequency and available parking, especially in outlying areas.
- Bus service is inadequate: buses often run empty, need improved access to transit.
- Lack of connections to mass transit nodes from jobs and housing centers – need shuttles, local buses.
- Federal government subsidizes Metro but still need to supply parking.
- Grossly inadequate parking at terminal Metro stations, for example, Shady Grove. There is a parking shortage at Metro stations outside peaks – trains full during peaks.
- Inadequate Metro and MARC service (no weekend or evening trips), there are not enough users. The service should be better advertised, and more convenient.

- Need to expand light rail service.
- Need more Ride-on bus capacity to improve neighborhood service.
- Invest in transit facilities, including MARC and parking decks.
- Metro system is too expensive; at peak time, fares should be less expensive.
- Sometimes impossible to get to Metro stations because of congestion.
- Deal with water in Metro tunnel.

REGIONAL PERSPECTIVE

- There is a lack of effective regional transportation planning.
- The inability to control traffic from adjacent jurisdictions such as Howard County, for example, the traffic shed on Ednor Road/Route 108, causes local problems.

IMPROVING SAFETY

- Citizens are not abiding by traffic laws, it is problem at all times.
- Slower speeds would reduce risks to all.
- Speeding is excessive; need more traffic patrols.

OTHER

- Spend public money more effectively.
- Inadequate funding; need creative solutions. We rely on outdated technology and we subsidize road construction. Put funding into more than roadways and/or build toll facilities.
- Balanced transportation solutions are needed.
- Businesses move to distant suburbs because of congestion.
- Stop or manage excessive growth.
- Build more roads – time spent commuting is wasted.
- New roads can be built that are environmentally sensitive.
- NIMBY and BANANA have political influence. Montgomery County doesn't make use of available Federal and State transportation money.
- Not meeting Federal environmental standards.
- Solutions need consensus.

WHAT ARE YOUR IDEAS FOR IMPROVING TRANSPORTATION IN MONTGOMERY COUNTY?

LIVABLE COMMUNITIES

- Provide more mixed-use communities.
- Develop a more balanced land use policy.
- Revitalize communities rather than expanding growth envelope.
- Revitalize urban core areas in D.C., Wheaton, and Prince George's by providing development opportunities and employment incentives.
- Locate jobs near residential areas and design communities friendly for bikes, pedestrians, and transit.
- Keep Agricultural Reserve.

- Provide more funding for trail connections. Provide more bike and pedestrian access to jobs and on major roads.
- Build bike paths countywide to provide an alternative to the car.
- Improve the safety of existing pedestrian, trail, and bike facilities.
- Limit commuter traffic through communities.
- Slow growth; rearrange the balance of jobs and housing.
- Request Planning Board to write clear policies and policy statements.
- Protect homes and farms.

DEVELOPMENT REGULATION

- Require that pedestrian, trail, and bike facilities are included in new development.
- Provide incentives for telecommuting.
- Provide incentives to develop mixed-use communities.

CONNECTIONS AND CONGESTION

- Address existing traffic congestion; slow down growth.
- Improve signal timing and sequencing.
- Build roads for local commuters.
- Construct an Outer Beltway.
- Construct a second Potomac River bridge.
- Provide east-west connections.
- Apply new technology to resolve congestion problems: light sensors, right lanes/arrows, and cameras. Invest in smart technology.
- Improve overall networks; create a multi-modal solution.
- Make improvements in road capacity.
- Provide more circumferential, limited-access freeways.
- Provide more underpasses to allow traffic flow.
- Trash the Tech-way and ICC proposals.
- Reduce single occupancy vehicles.

PUBLIC TRANSIT

- Make regional investments in mass transit.
- Develop “intelligent” transit systems.
- Encourage incentives by employers for mass transit. Advertise transit and MARC services and lower transit fares.
- Develop an adequate road system to support mass transit.
- Provide transit service to Dulles and light rail from Bethesda to Silver Spring.
- Provide more education about transportation options and why they will work: savings, image, environmentally sensitive.
- Publicize Corridor Cities Transitway as a needed solution for county transit.
- Make transit reliable to encourage patronage and provide amenities such as showers at business sites.
- Expand bus service, particularly into neighborhoods, and provide more bus shelters. Consider free bus service and executive buses.

- Bus routes should be circular and touch each other. Feeder system is not working.
- Build more parking garages, particularly at Metro stations.
- Establish more inter-modal coordination with Metro stations.
- Give priority parking at Metro stations for cars with three or more riders.
- Encourage more ferry use.

SAFETY

- Enforce speed limits in rural areas. Trucks are trying to avoid weigh stations.
- Facilitate safe and economic trips from home to jobs.
- Increase police effort dedicated to speed patrols.
- Study where safety problems exist: roads, sidewalks, bike trails.

OTHER

- Arrange high school times out of peak time: 9:00 a.m. – 3:30 p.m.
- Create bike paths on utility rights-of-way.
- Encourage employers to support van pooling/emergency transport for employees. Telecommuting is part of the solution.
- Encourage government-business cooperation to solve congestion problem.
- Increase funds for public safety and traffic enforcement.
- Increase gas sales tax to generate funds for transit improvements and provide more for transit and roads.
- Legalize bikes on sidewalks.
- Create bike paths on road shoulders in rural areas.
- Solve pollution problems by enforcing emission controls.

LIVABLE COMMUNITIES

- Workshop participants recognized the policy basis for many transportation policies and solutions, and expressed frustration with implementation. They believe a greater emphasis should be placed on the relationship between jobs and residences. While some participants believe the existing pattern is the problem, others believe the County has the capacity for more development.

REGULATING DEVELOPMENT

- Participants varied in their estimation of regulation. Some felt enforcement allowed irresponsible development; others thought the underlying policies have caused sprawl and congestion.

FIXING LOCAL HOT SPOTS

- Local problems, the ones we face everyday can be the most frustrating.

IMPROVING PUBLIC TRANSIT

- All the workshop participants agreed public transit could be improved, with increased attention to incentives and options for mass transit.

DEVELOPING A REGIONAL PERSPECTIVE

- Some participants believe there is a lack of vision in mass transit planning.
- Participants want to develop regional solutions that work with Howard and Frederick counties, and coordinate with neighboring jurisdictions.

IMPROVING SAFETY

- Participants saw safety issues as primarily an operational problem, one to be solved by enforcement.

Table 3
Written Comments
Germantown Community Workshop

| PARTICIPANT | COMMENTS, QUESTIONS, AND REQUESTS |
|-----------------|---|
| Ellen Gordon | Public education – we’ve suggested lots of ways to improve mass transit – extend, make more available - you have to really focus, then, on getting the word out – letting people know its there, making it easy to use. |
| Barry Irwin | On May 5, 2000 I could not get to work, because of an accident on the American Legion Bridge. There were no alternative routes. In the summer I was a half hour late to my grandson’s first birthday party in Baltimore, also because of an accident on Route 108. The ICC would have alleviated this. I love Metro!!! |
| Jeff Jeffries | We need transit and road alternatives to the beltway such as an east-west bypass, into areas where people work and live. |
| Anne T. Sturm | Identify and protect irreplaceable resources, e.g. focus on forests on the natural resource side. Respect long-term master plans by protecting the agricultural preserve and piedmont aquifer. The Purple Line is very needed. Increase rail commuter service between Brunswick and DC. |
| Paul Yanoshik | More money for transportation – increase gas tax on a regional basis (MD, VA, and DC) with funds to build and improve roads. Better east-West transportation – i.e. ICC, river crossing. Improve existing east-west intersections. Build better grid for hiker/biker transportation. |
| David Hondowicz | Garner more attention and support for the Corridor Cities Transit way. Garner more attention and support for road and transit maintenance funding and for noise mitigation along transportation routes (current and future roads and transit). Transit friendly redevelopment around transit stops. More attention to pedestrian safety. More attention to telecommuting. |
| Dolores Milmoie | Create a balance between employment and households within each region of the county. Current master plans result in a large excess of jobs over housing within the I-270 corridor, contributing to east-west traffic congestion during commuting hours. The county should embark on an education campaign to change behavior so that people are not wedded to their cars. This could be achieved by offering incentives such as metro fares/parking paid for by employers. Economic growth should not be linked to growth and development. |
| William Jacobs | The exponential growth of telecommuting is not adequately counted when determining future traffic estimates. Encouraging telecommuting will greatly reduce the need for new roads. Bethesda trolley needs to be tightly integrated with Metro rail so that transfers are cheap and quick. Intersection improvements to produce a smooth flowing east-west transportation corridor where people need to go should be the #1 road building priority by far. |
| Walt Fischer | My worry is that we’re not doing enough to plan for having jobs where we live and vice versa. Building more roads is not the answer, as evidenced by the Bay area and Los Angeles Plus most metropolitan areas have spread out. Not enough transportation options. |
| Tina Brown | I am concerned that the Transportation task Force may not consider incentives that facilitate mass transit. Peak hour telecommunication increased/less cars on roads at rush hours. Business encouragement of biking and walking to work: i.e. showers pay for mass transit. Increased police patrol that enforces the speed limit on rural roads. Do not scope out a solution that is dependent upon cars. Invest our taxpayer dollars in alternative transportation solutions. Recognize Montgomery County Master Plan. Protect agricultural preserve. |

| | |
|----------------------|---|
| James E. Goff | Need more road surface, better east-west road surface, and bridges across the river. |
| Olivier De Messieres | The Planning Board needs to draft a land-use /transportation policy statement that will guide the planners. |
| Ken Ingham | Too many automobiles. We must reduce our dependence on automobiles and offer incentives to live close to work, including biker and hiker routes, showers, more frequent trains and buses. All these problems are due to over-dependence on automobiles. There just isn't enough space left for all of us to take a 3,000-pound automobile with us everywhere we go! |

Potomac Community Workshop
Herbert Hoover Middle School
December 7, 7:00 to 9:30 pm

S U M M A R Y O B S E R V A T I O N S

WHAT ARE THE MOST SIGNIFICANT LAND USE AND TRANSPORTATION PROBLEMS FACING MONTGOMERY COUNTY?

COMMUNITY PLANNING

- Government has not been building roads recommended in the master plans, but has still allowed development.
- Government does not see the big picture.
- Need to offer incentives for development in appropriate places.
- There has been too much development without enough consideration for infrastructure. Excessive growth and demand exceed transportation capacity.
- Master plans need to identify job centers near transit.
- Park and Planning has been revolving door for developers, they have too much influence.
- The Planning Board has allowed developers too much leeway. Planning has not paid enough attention to citizens' voices.
- High-density housing does not create good communities; it can result in pockets of low socio-economic characteristics (Weiss of the School Board says this is problem). Need better socio-economic mix in high density-areas.
- Lack of balance in land use development. More jobs need to be located close to work places.
- Inadequate consideration of impact of commercial buildings on transportation, for example, there is inadequate density at Metro stations.
- Roads cannot handle growth or high-density development and the same land use patterns improve anything. We are continuing to grow horizontally but not vertically.
- Montgomery County has chosen to isolate itself, to stay within box: no forethought to create a balanced future. No regional policy to guide and regulate development.
- Widening roads and adding pavement is not the solution. Communities are disrupted when roads are built and neighborhood edges are not planned properly near roadways.

DEVELOPMENT REGULATIONS

- AGP is keeping up with growth.
- AGP is broken, development continues after problems occur. There is inadequate infrastructure.
- Lack of regulated growth.

LOCAL CONGESTION

- Beltway traffic at American Legion Bridge in the evenings.
- Clara Barton going into the District: make far left turn lane straight and converge four lanes to two lanes, rather than four to one.
- Tuckerman and Old Georgetown is a safety problem.
- Crossing either Potomac River bridge to Virginia is difficult.
- Congestion on I-270 starts as early as 5:30 a.m. and 2:30 p.m.
- River Road freeway ramps are poorly designed.

CONGESTION AND CONNECTIONS

- Inadequate connections between employment centers and residential areas.
- Links are inadequate east-west, north-south, cross-county connections west of I-270, and to BWI and I-95.
- The HOV program is ineffective.
- Lack of alternate travel choices.
- Need river crossing and better access to/from D.C.
- No second river crossing is needed.
- Congestion delays affect the movement of people and goods: it is dangerous; it affects our economic well-being and quality of life.
- Building more highways is not the solution.
- County owns land near Metro, be creative with land-use.
- Farmers need to get product to market.
- If parking is free, people will probably drive.
- There are inadequate roadways for residents and through commuters, with few suburb-to-suburb connections. Need circumferential roads.
- Planned bridges and roads were not built. Citizen opposition contributes to congestion.
- Not one major road or bridge has been built since I-270. Roads don't get built because of citizen opposition, but because of organized minorities.
- Police block roads for accidents; need a new management technique.
- Roads jam as soon as they are built.
- Route 29 Corridor needs light rail.

PUBLIC TRANSPORTATION

- Long waits between buses don't encourage use.
- Lack of efficient, inexpensive connections to Metro stations.
- Lack of transit alternatives to auto driving – especially parallel to Beltway, between Red Line arms, Georgia Avenue, and Routes 29, 95, and I-270.
- Transit is not the answer.
- Cost of mass transit: too expensive.
- Fixed rail is extremely expensive – it is in one spot, need a car or an efficient bus system, to fully utilize it.
- Metro is neither flexible nor convenient; expand hours of operation and parking to make it more efficient and accessible.

- Not enough buses in the fleet.
- Public transportation should be considered a priority.
- People rely on the personal auto too much, yet buses are not good alternative – they are not clean (bugs, literally) and are slow.
- Council, Planning Board, TPR I, and consultant are all transit-oriented. Talking to the wind.

FINANCING OPTIONS

- Need \$1 billion a year to address this problem.
- Transportation has not had high enough priority in funding.

OTHER

- Air and noise pollution are worsening and commuting times are increasing: need alternatives to the automobile. More noise barriers are needed to protect communities.
- Road construction is a solution.
- Lack of driver courtesy.
- Lack of jurisdictional responsibility in Potomac – every road is two lanes, widening is needed.
- High school kids driving to school are part of the problem. Parking is needed for school kids in residential neighborhoods.
- Recognize environmental constraints – need to pay attention to quality of life and health concerns. We are paving over wetlands and environmental areas with cars.
- We are never going to get people out of cars.
- Decisions are made about new road without consideration of residents needs and desires. There is a lack of resident input into the process.
- No one will want to live here with the problems we have.
- No significant transportation project planned in the pipeline that will substantially improve situation.
- Problems are not reported. Safety reporting is needed.
- Shortage of alternative modes of transportation to auto – parents have no alternatives to driving kids around.
- Think the outcome of the transportation Task Force has been set up, e.g. pushing purple rail system and other rail system – but little money for roads.
- Think transportation 2020 problems are hocus-pocus – Think numbers are guess work.
- There are too many single occupancy vehicles.

WHAT ARE YOUR IDEAS FOR IMPROVING TRANSPORTATION IN MONTGOMERY COUNTY?

LIVABLE COMMUNITIES

- Develop better (different) land use planning policies, plans, implementation approaches to respond to development in a congested County.
- Create community-oriented cities; create neighborhoods in our urban areas.

- Improve planning for residential and commercial areas: build bicycle and transit friendly transit nodes, build corridor cities transitway, balance jobs and housing in the I-270 Corridor and make it transit serviceable.
- Focus development and encourage mixed use near transit stations. Add convenience retail and services (day care) near transit and neighborhoods.
- The construction of future residential, market, and industrial areas need to be linked to major mass transit system – it may take 30 years.
- Provide infrastructure, roads and transit, before growth occurs.
- Develop incentives to encourage non-auto alternatives.
- Impose a long-term approach to transportation planning.
- Require more vertical development.
- Engage development communities in finding solutions to transportation problems.
- Plan for growth.
- Develop policies to improve/balance rate and location of jobs – correct imbalances.
- Reexamine land use of public lands at Shady Grove Metro.
- Protect against development along the tech way (a toll-funded road).

DEVELOPMENT REGULATION

- Impose a residential moratorium until we have acceptable bus service and transit alternatives.
- The problem with a moratorium on growth of housing and employment is the number of jobs would be reduced, slowing the local economy.

LOCAL CONGESTION HOT SPOTS

- Do small incremental neighborhood projects that can be accomplished.
- Improve individual hot spots.
- ICC (multi modal essential).
- Improve intersections on existing roads.
- Lower fares.
- More studies on mass transit.
- Need more subsidies.
- Need more transit in general.

CONGESTION AND CONNECTIONS

- Add a bridge across Potomac River in the Rockville/Gaithersburg area. Connect densely developed areas (Dulles and Rockville) more directly.
- Locate a river crossing outside of dense population areas: north of American Legion Bridge, north of Potomac.
- Expand metro: From Bethesda east to New Carrollton.
- Build more limited access East-West roads, Pimit Run, Inter-county connector, connect Georgia Avenue Corridor to I-270, the Washington by-pass, and other large roads, create toll roads. Build the ICC like Dulles Greenway.
- Improve east-west/north-south connections.
- Provide circumferential transit.

- Construct compact overpasses in some areas – such as were promised but were not built.
- Stop more outrageous proposals that would impact a number of homes – such as ICC: the bulk of transportation problems are north-south. Do a reality check.
- Control existing congestion by reducing vehicle miles traveled.
- Complete major highways.
- Design a one-way road system in Bethesda.
- Route 28/198 should be four lanes.
- Study alleviating congestion at intersections by redesigning the intersections.
- Studies (such as ICC) show that roads have an adverse environmental impact. Put money elsewhere.
- Create metro links with spurs and extensions.

FINANCING OPTIONS

- Examine the cost/benefit of transportation projects – for example the purple line might attract 31,000 new riders but cost \$6 billion.

REGIONAL PERSPECTIVE

- Develop a regional approach to transportation planning.
- Sell more bonds, reallocate taxes to build transportation system.

PUBLIC TRANSPORTATION

- We want improved, efficient, convenient mass transit. Expand and improve transit system as a priority. Provide more transit choices and opportunities as a County priority.
- Improve “people’s view of transit” (image).
- Build transit alternatives to alleviate crowded roads. Look at Disney for transit solutions – they are experts at moving people. Consider innovative means such as a monorail for Corridor Cities.
- Use taxes to generate revenue for transit facilities.
- Better bus utilization; kids should ride public transit free.
- Fix the bus system by providing better information on bus services, expand bus schedules, service routes, scheduling, frequency, reliability, more shelters, better signage. Consider free bus service, high-speed buses to downtown, free service for kids.
- Need additional bus service between Olney to Glenmont.
- Instead of recent cutting of bus routes, we should be increasing routes and subsidizing system.
- Build Corridor Cities Transit ways – Shady Grove to Frederick City.
- Create high-density nodes at Metro rail stations.
- Parking: increase number of parking spaces at Metro stations and fine WMATA \$10,000 when enough parking can’t be provided.
- Fix Metro by making it more accessible, adding service east-west.
- Provide transit connection (rail) between I-270 and Tysons.

- Use roads better with dedicated bus ways or light rail on the existing roads (take away lanes).
- Could also heli-transport workers who work odd times and thus can't easily use mass transit.

OTHER

- Improve driver education.
- Build centers where freight could be put on rails to reach major areas.
- Strong environmental criteria for protecting natural environment – have respect for communities – don't want communities bulldozed or new roads. Commit to reducing CO2 for global warming .
- Provide more commuter parking.
- Disincentives for kids to drive to school (no consensus).
- Encourage telecommuting/home offices.
- Expand flexible hours/employers.
- Provide financial incentives to live and to work near Metro.
- Give tax breaks to employers and to commuters that telecommute/flex-time.
- Make District our priority – don't allow Federal agencies to relocate to Montgomery County.
- Better manage traffic incidents.
- Use land more efficiently near Metro stations.
- Need new transportation paradigm that benefits environment.
- Noise mitigation for new roads and advanced planning for all new roads.
- Reduce immigration to 1970 levels.
- Remove thru-trucks from highways.
- Revisit entire HOV issue.
- Stop unintended pregnancies. Funding for family planning and sex education.
- Technology sector has problem getting potential workers because of transporting them to work.
- Consider value pricing on HOV lanes.
- Why waste money on proposals such as the ICC?
- Widen roads in Potomac.

PLANNING LIVABLE COMMUNITIES

Participants expressed considerable frustration with the pace and pattern of development, citing sprawl as a real problem. However, other members think high-density housing doesn't necessarily create good communities. Overall, participants believe there is a lack of needed growth boundaries to regulate future development.

MANAGING CONGESTION AND CONNECTIONS

Participants identified needed connections throughout the region and want to see creative ways to make those links. However, they don't always agree on the location or type of link.

IMPROVING PUBLIC TRANSPORTATION

As with all other groups, participants believe public transit is inadequate. The network doesn't go where you need it. At the same time, other participants believe improved transit won't solve congestion.

DEVELOPING FINANCING OPTIONS

Participants all agree that transportation funding should be a priority but disagree on what it should be spent.

Table 4
Written Comments
Potomac Community Workshop

| PARTICIPANT | COMMENTS, QUESTIONS, AND REQUESTS |
|-----------------------|--|
| John Byrd | Free bus transportation throughout the entire metropolitan area (MD, VA, DC) coordinated between all counties, financed via a gas tax (1/2 cent per gallon)! |
| Jim Clarke | Build the Corridor City transit way, transit from Bethesda to New Carrollton, transit in Rt. 29 corridor. All should be light rail. |
| Lazer Fuerst | Road construction and expansion should consider the neighborhoods that will be disrupted. |
| Sylvia Diss | Encourage alternate modes of transportation. Bike paths to encourage independence in youth, in addition to lessening burden on parents driving everywhere with SUVs – pollution. Need to coordinate various elements – population, transportation, schools. Restrain developers, require them to pay for the privilege of building. |
| Beverly Lloyd | Alert public officials to the problem. Have them plan ahead, not plan after the fact – too much traffic does not enhance Montgomery County. A moratorium on building for a year or two would solve problems. |
| Bob Grow | Brownfields development for DC and other suburban centers. Telework. Build multi-modal roads/ bridges, roads, transit, bikeways all in the same corridor to connect high-density areas. |
| John M. Kane | Build the Techway and the ICC. |
| Hugh L. Thompson, Jr. | Morning rush-hour on Clara Barton Parkway needs to open both lanes. Build ICC – properly designed and constructed. Build Potomac River bridge crossing. Churchill High School parking insufficient – Contact PEPCO, expand parking under the right-of-way off Gainsborough. Make Seven Locks road between Bradley and Democracy 4-lanes. It starts as 4-lanes and is forced into 2-lanes. |
| Sue Fuerst | Widening roads should be the last resort in solving traffic congestion problems. All widening does is bring more traffic noise, and pollution. And the solution to that? More widening! Widening/new road building should be considered ONLY after every other solution, possibility, and slim chance has been exhausted. Public transportation, satellite parking, parking fees high enough to encourage people to use alternatives. Tax breaks for companies who encourage telecommuting, and for individuals who use public transportation, flex time, aggressive driver programs. HOV tightening or do away with it. Noise mitigation measures before roads are built or widened. No kids driving to school, (possible buses for sports, etc. and after school activities) Put the burden of local public transportation planning on all developers – to be completed BEFORE homes or commercial buildings are even begun. |
| Matt Werner | Montgomery County needs (for various reasons) Potomac River Crossing, ICC or similar east-west high-speed road. Do away with HOV. More (and affordable) parking (including Metro). Better (more intensive) driver training. Action after these forums. Find incentives to encourage people to live near where they work and/or work where they live or allow/encourage telecommuting and flex hours. |

| | |
|-------------------|---|
| Maxine Schartzman | Traffic light on Post Oak and Tuckerman on Hoover side – you can get killed getting off the ride-on bus in front of Hoover and trying to cross Tuckerman – especially at traffic times. Mission impossible – sidewalks on Tuckerman and other major streets – we really need them – kids especially need them. Very important – a parking garage at Grosvenor Metro – what were they thinking when they built a Metro stop that you can't get to (Ride-on times are limited). Some fine day join me the Red Line loop- for sure there were no New Yorkers on the Metro Planning Board to make such a hideous mistake. |
| Pat Labuda | Show sensitivity to residents near roads being widened or built - especially noise needs to be mitigated. So long as transportation officials do not show concern with the negative impact of their road projects people will continue to oppose projects. |
| Nancy Wallace | Reducing population and jobs is the first step in living with stable, environmentally sustainable transportation <u>limits</u> . Reduce jobs, housing, schools, and commercial construction. Fully fund teenage pregnancy prevention. Formally support reducing US immigration programs to 1970 levels. |
| Jerry Garson | By not making a decision on what to build, such as an ICC, you are making a decision to continue to create more congestion. Build 3 or 4 new four-lane bridges across the Potomac River between the American Legion Bridge and the Points of Rocks Bridge. Then we'd have at least the same number of crossings as in the 1870's. |
| R. Buyer | When faced with immediate local problems, communities will rise in opposition to the attitude of Governor Glendening and the Montgomery County Council in opposition to new roads and bridges. |
| Mark Vosburgh | Over-development is driving our transportation problems. Packing in more houses adds more and more vehicles to the roads. We need a moratorium on residential development immediately. Prince George's County is considering this, we need to do the same here in Montgomery County. I am also greatly concerned with the fact that the Task Force has been stacked with more pro-ICC advocates than anti-ICC advocates for a pre-determined outcome in favor of an ICC. |
| Mohammad Ali Khan | Future development linked and compatible with mass transit which is planned ahead of any construction. |
| John Parrish | Too much sprawl development. Not enough regulation of growth. We need a growth boundary. Too much emphasis on continuing to cater to the single-occupant vehicle. We need balanced land use that shifts jobs and businesses centers so that people do not have to drive so far to work. NO ICC, NO TECHWAY – They both are too destructive to parkland, forests, green space, and local communities. |
| Eugene Sharer | River Road traffic has been backed up from the village to and past Travilah. |
| Tom Reinheimer | There is a complete lack of significant plans in process to maintain current miserable transportation conditions. Traffic sucks! The elected officials are doing nothing to improve this mess. |
| Brice Cotting | Please alleviate beltway congestion by building another Potomac River crossing. I enjoyed hearing all sides of the issues. |
| John Hardison | I think there are some inexpensive fixes that could be made inside of a week to intersections and Beltway on/off ramps that would help to alleviate congestion. Unfortunately, there does not seem to be a forum to relay those ideas and fixes. QUESTION: How does one do that? |

WEB PAGE DIALOG

The web site www.MoveMontgomery.org is designed to receive public input and questions about the TPR process. The web site contains current information about Task Force activities as well as background information. An up-to-date calendar lists all activities and events, and a library provides access to TPR publications and information about transportation, planning, and other web sites of interest. The site includes several interactive pages where users can request more information, submit questions and suggestions, or be added to the mailing list.

More than 1,800 persons have visited the site; and it receives new visitors everyday. Forty-eight comments have been received through the web page, including questions and requests to be on the mailing list. Questions are usually answered by the next day.

QUESTIONS

- Since the light at Georgia Avenue and I-495 has been active, my five-mile commute down Georgia Avenue at 5:00 p.m. has turned into a 25-35 minutes commute. This is absolutely ridiculous. What can you do to help the situation?
- I can't understand why proposed widening of Montrose Road and construction of the proposed Montrose Parkway will alleviate traffic on the Rockville Pike as Mr. Duncan keeps saying. Montrose is roughly E-W and the Pike is roughly N-S. The only thing new E-W roads can do is to bring more traffic to N-S roads and the Rockville Pike is already overcrowded. Have there been any studies of this? Have there been any studies of using a fraction of the estimated \$63 million cost of these proposed roads for shuttle buses running along Montrose bringing people from parking lots near I-270 to Executive Boulevard and Rockville Pike?
- I work at the corner of Cameron and Georgia; it is now taking me over 25 minutes (at least) to make what was only a 10 minute hike. Is there any anyway that you can contact the responsible party or parties (SHA) and suggest a timing change. I commute to Leesburg, VA. It should be nice to get home before 7 p.m. Thank you.
- I am the Human Resources Manager for a biotech firm located on Industrial Drive in Gaithersburg. The only access to this entire area is Gaither Road via Shady Grove Road. Recently, improvements were made to widen Gaither and the turn lane from Shady Grove (heading east) onto Gaither. But the fact remains, that Gaither Road is the only access to this area. Very often a person will wait 3-4 red lights to get onto Shady Grove Road at lunch. The traffic on Shady Grove between 355 and 270 is worse during lunch than rush hour. Not sure what you can do to alleviate this. Is access possible directly from 370? I hear this from many of my employees and thought I would pass it on.
- Over the past eighteen years I have been commuting between Alexandria, VA and the 8700 block of Georgia Avenue in Silver Spring. I had gotten used to the long time (10 minutes) it used to take to drive the 2 miles between my office and the Beltway between 5 p.m. and 7 p.m. But now that a set of traffic lights has been

installed at the Beltway overpass, that 2-mile drive now takes 20 to 25 minutes. I have been driving 30,000 to 35,000 miles per year for over 30 years in the Metropolitan DC area, and the installation of the Georgia Avenue lights has definitely had the number 1 negative impact on traffic flow that I have encountered (not including the Wilson Bridge repairs a few years ago). Since thousands of vehicles are affected by this traffic light, hopefully, you will receive other complaints and do something to improve the traffic situation on north bound Georgia Avenue during the evening rush hour.

- Euromotors, a car dealership, has been using a portion of Bethesda Avenue as a loading dock. This illegal practice has created a bottleneck on the street, causing a great deal of nuisance and inconvenience to residents and motorists. Someone needs to act quickly to stop that practice.
- Can you please confirm a piece of information about plans to acquire and demolish certain houses on the Route 29 and Greencastle area for a road improvement project?
- I have some serious concerns about the corridor between Bethesda Avenue and Woodmont Avenue. The whole area is grossly unsafe for pedestrians, especially children, and women with children. There are no crosswalks. Several new buildings have no parking, or, at best, inadequate parking. Double parking is common. The shopping center across from Bethesda Bagel has no signs. This forces drivers to move way up in order to see oncoming vehicular and pedestrian traffic. In doing so these drivers in turn obstruct and endanger other vehicles and pedestrians.
- I would like to know if a one-way street has or is being considered for downtown Bethesda. There are a few one-way streets, but one (Woodmont) is confusing to people who are not familiar with the area. Why do we continue developing commercial areas, which simply compound the traffic congestion in areas such as downtown Bethesda?

CHARRETTES

The charrettes were extended two and three day workshops involving members of the public, government agencies, property owners, and developers, and community groups. Some participants were invited to ensure their points of view were included; the charrettes were also open to the public through ads in local papers, the Planning Board's calendar, and the web page. In these intense work sessions, participants addressed the planning challenges and opportunities of a specific location. This detailed focus provides a fine-grained perspective that can inform the work of the Task Force and help them develop more responsive recommendations.

This fall, development potential at three Metro station areas: Twinbrook, Wheaton, and Shady Grove, was addressed in charrettes that focused citizen involvement and planning expertise to create transit- and pedestrian-oriented visions. The 150 participants included residents, employers, government officials and staff, developers, attorneys, and consulting professionals.

The Twinbrook charrette envisioned an identifiable transit and retail center, supported by higher densities in the designated Metro-Core area, and including signature office buildings, a "Metro Square" area, new residential development, transit-related parking structures, and areas for high technology and bio-technology employment. These new uses would be supported by an open space system and expanded circulation networks.

The Shady Grove charrette envisioned many of the same mixed-use elements, with the addition of architectural form compatible with the adjacent King Farm, and the potential for another Life Sciences Center.

In Wheaton, the charrette envisioned four development scenarios: the downtown as a "fixer upper," an entertainment district, a village, and as an office town center.

The results of all three charrettes are summarized in brief reports outlining area demographics, and including strategies for open space, land use, and transportation. These workshop discussions and the issues they identified will become the basis for master plan updates.

APPENDIX A

Spanish-Speaking Blue Collar
Workforce Focus Group
January 13, 2001

Demographics
Meeting Notices
Comments and Questions

SPANISH-SPEAKERS FOCUS GROUP

COMMENTS, QUESTIONS, AND REQUESTS

- Most new immigrants are looking to meet their basic needs.
- A car is an expensive necessity to get to jobs and places where transit does not go.
- Build more roads to make housing and employment much easier to afford and to get to.
- Improve marketing in Spanish to reach our community on transit and other services.
- Improve sidewalk construction in neighborhoods to increase safety and streetlights.
- New immigrants want to be able to obtain their own homes in the future. Limits such as APFO and other restrictions to housing construction work against our community's goals.
- We the Hispanics would like more transportation facilities in the Langley Park area because people who travel by Bus 150C4 risk their lives walking at night when they return from work. Bus 150F8 should pass every 15 minutes in this area for the security of the passengers.
- Langley Park is made up of many apartment buildings, and the tenants need more information on transportation posted on the walls.
- What is most needed is increased frequency and reliability of buses for those with two jobs, and those who work late hours.
- We need more lighting at bus stops for security.
- The bus routes should include streets where there are apartments, and where there are high concentrations of the Hispanic community.
- It is important that the buses arrive every fifteen minutes.
- The bus stop shelters need to be roofed and well-lit.
- The drivers should be more courteous.
- There should be increased access to public transport for those who are in most need of the facility. E.g. Those who live in apartments.
- Such forums should be well publicized so more people can participate.
- There should be a wider network of bus routes for senior citizens especially in my neighborhood in Rockville.
- There should be bus services to take us to doctors' offices.
- Bus C2, and 18 from Langley Park to Takoma Park should operate on Sundays.
- Bus F8 is always late because of poor routing.
- Buses C2, C4, and F8 stop running too early.

INVITAMOS A LA COMUNIDAD HISPANA AL FORO SOBRE TRANSPORTACIÓN EN
MONTGOMERY COUNTY
(Habrá almuerzo para los asistentes)

Sábado 13 de Enero del 2001 de 8:30 AM a 1:00 PM

Auditorio del Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
(a tres bloques del Metro en Downtown Silver Spring)

La Comisión de Parques y Planificación del Condado de Montgomery está estudiando la transportación y planificación futura del condado. La Comisión de Parques y Planificación comprende el rol de la comunidad Hispana en la vida económica y cultural de Montgomery County y desea escuchar las experiencias, problemas y sugerencias de la comunidad sobre los servicios de transportación, el tráfico y las carreteras con el fin de considerar las ideas de los Hispanos en la solución de los problemas y los planes del futuro.

Su opinión es muy importante para mejorar la transportación para todos en Montgomery County. ¡No falte, su voz cuenta!

Para más información llame a Melissa Cuñha Banach al número (301) 495-4509 o visite www.movemontgomery.org

DEMOGRAPHIC PROFILE OF MONTGOMERY COUNTY CITIZENS OF HISPANIC ORIGIN

| POPULATION | TOTAL COUNTY | HISPANIC ORIGIN |
|--|---------------------|------------------------|
| <u>Household Population</u> | 823,500 | 70,720 |
| % Of Total Population | 100% | 8.6% |
| <u>Average Age</u> | 36.0 | 29.3 |
| % 17years or lower | 25.5% | 33.6% |
| Education Attainment: (Person 25 Years and Older) | 559,835 | 40,405 |
| % Less than High School Diploma | 8.4% | 21.1% |
| % High School/Associate/Trade School | 32.4% | 39.8% |
| % Bachelor's Degree | 28.6% | 17.9% |
| % Graduate, Professional, or Doctoral | 30.6% | 21.2% |
| LABOR FORCE | | |
| <u>Number of Employed Residents</u> | 464,115 | 38,325 |
| % Females Who Are Employed | 67.4% | 71.8% |
| Women with Children Under Age 6 | 61,205 | 6,595 |
| % Employed | 68.1% | 66.1% |
| Work Location: | | |
| % In the County | 57.9% | 58.1% |
| % Elsewhere in Maryland | 9.2% | 6.3% |
| % Washington, D.C. | 23.6% | 28.7% |
| % Virginia | 8.0% | 5.5% |
| Work Trip: | | |
| % Driving | 81.6% | 79.3% |
| % Public Transit or Rail | 13.2% | 16.4% |
| % Walk/Bicycle/Other | 1.9% | 2.1% |
| Access to Metro rail: | | |
| % Car | 53.2% | 64.5% |
| % Ride-On/Metro bus | 17.1% | 18.1% |
| % Walk/Bicycle | 29.7% | 17.4% |
| HOUSING | | |
| <i>Households by Race of Household Head</i> | 311,135 | 18,970 |
| % Total Households | 100.0% | 6.1% |
| <u>Average Household Size</u> | 2.64 | 3.42 |
| <i>Tenure: % Rental</i> | 28.8% | 41.4% |
| <u>Average Age of Household Head</u> | 49.1 | 43.5 |
| <u>Average Number of Cars</u> | 1.8 | 1.9 |

| <u>INCOME</u> | | |
|---|----------|----------|
| 1996 Household Income Distribution: | | |
| % Under \$15,000 | 4.1% | 6.2% |
| % \$15,000 to \$29,999 | 9.9% | 20.6% |
| % \$30,000 to \$49,999 | 20.0% | 26.7% |
| % \$50,000 to \$69,999 | 19.1% | 17.2% |
| % \$70,000 to \$99,999 | 19.5% | 15.4% |
| % \$100,000+ | 27.4% | 14.0% |
| <u>1996 Median Household Income</u> | \$66,085 | \$47,310 |
| | | |
| % Of Households Spending More Than 25% of Income on Housing Costs: | | |
| % Homeowners | 21.1% | 42.8% |
| % Renters | 39.7% | 51.4% |

Source: 1997 Census Update Survey; Montgomery County Planning Department, Research and Technology Center, July 1999

Demographic Profile Highlights

- Montgomery County has the largest Hispanic population in the State of Maryland.
- For Fiscal Years 1992-1998 El Salvador was the leading country of origin for legal immigrants to Montgomery County.
- The Hispanic/Latino population, with an average annual growth rate of 6.1% since 1990, is the fastest growing minority group in Montgomery County.
- According to U.S. Bureau of the Census *Estimates of County Population by Race* (July 1999) 10.8% of the County's citizens are of Hispanic origin, reflecting a 64.6% increase between 1990 and 1999.
- 33.6% of the Hispanic population are 17 years or younger.
- Overall, the average age of citizens of Hispanic origin (29.3 years) is the lowest compared with other ethnic groups in the County.
- 79% of citizens of Hispanic origin have at least high school education; 21% of them have graduate, professional or doctoral degrees. (The large percentage, 21.1%, of those with less than high school diploma could be attributed to disruptions caused by war, especially in El Salvador.)
- 72% of females of Hispanic origin (aged 16 and older) are employed, higher than the County average of 67%.
- 16.4% use public transit or rail to commute to work.
- The average household size (3.52) is larger than the County average of 2.64.
- The average number of cars for families of Hispanic origin is 1.9, higher than the County average of 1.8.
- The median household income is \$47,310.

COMITÉ ESTRATÉGICO DE TRANSPORTACIÓN CONDADO DE MONTGOMERY

ENERO 13, 2001

AGENDA

Esta entrevista en grupo con la comunidad Hispana se ha diseñado para crear una conversación entre los participantes acerca de la transportación en el Condado de Montgomery. El facilitador principal de esta entrevista es Rodolfo Pérez, Miembro del Comité Estratégico de Transportación, trabajando en colaboración con el personal de la Comisión de Parques y Planificación del Condado de Montgomery.

8:30 Refrescos

9:00 Bienvenida e historia del Comité Estratégico – Janyce Hedetniemi,
Directora, Grupo de Relaciones Públicas

9:10 Bienvenida – Rodolfo Pérez, *facilitador*,
Miembro del Comité Estratégico de Transportación

9:20 Presentaciones y discusión de la agenda – Melissa Cuiña Banach, *Jefa*,
División de Planificación Estratégica
Departamento de Planificación de Montgomery County

9:35 ¿Cuales son los problemas de transportación mas serios que afectan al Condado de Montgomery? (Trabajo de grupo en cada mesa)

10:35 Reporte de los grupos

10:55 ¿Cuales son sus ideas para resolver esos problemas y mejorar la transportación en el Condado de Montgomery? (Trabajo de grupo en cada mesa)

11:55 Reporte de los grupos

12:15 Resumen del trabajo y agradecimiento a los participantes

12:30 Almuerzo

1:00 Despedida

Esta entrevista en grupo con la comunidad ha sido organizada por el Grupo de Relaciones Públicas del Comité Estratégico de Transportación.

Directora del Grupo: Janyce Hedetniemi, Directora de la Oficina de Relaciones con la Comunidad, Institutos Nacionales de Salud

Sub-Director del Grupo: [Lon Anderson, Director de Relaciones Públicas y Gubernamentales, Asociación Automovilística Americana \(AAA\), Región del Atlántico Medio](#)

Personal de la Comisión de Parques y Planificación de Maryland: [Melissa Banach, Roselle George, Michael Asante](#)

COMITÉ ESTRATÉGICO DE TRANSPORTACIÓN GRUPO DE RELACIONES PÚBLICAS

ENTREVISTAS EN GRUPO A LA COMUNIDAD HISPANA
Enero 13, 2001

PERFIL DEMOGRÁFICO DE LOS CIUDADANOS DE ORIGEN HISPANO COMPARADO CON LA POBLACIÓN DE MONTGOMERY COUNTY

| <u>CARACTERÍSTICAS DEMOGRÁFICAS</u> | EN TODO EL CONDADO | TOTAL DE ORIGEN HISPANO |
|--|---------------------------|--------------------------------|
| <u>Población total</u> | 823,500 | 70,720 |
| | 100% | 8.6% |
| <u>Edad Promedio</u> | 36.0 | 29.3 |
| Porcentaje con 17 años de edad o menos | 25.5% | 33.6% |
| Nivel de Educación: (Personas con 25 años de edad o mayores) | 559,835 | 40,405 |
| % sin Escuela Superior (High School) | 8.4% | 21.1% |
| % con Escuela Superior/Grado Asociado/Escuela para Oficios (electricista, plomero, etc.) | 32.4% | 39.8% |
| % con Bachillerato Universitario | 28.6% | 17.9% |
| % Postgraduado, Profesional o Doctoral | 30.6% | 21.2% |
| <u>FUERZA LABORAL</u> | | |
| <u>Número de Residentes Empleados</u> | 464,115 | 38,325 |
| Porcentaje de las Mujeres que estan empleadas | 67.4% | 71.8% |
| Mujeres con Niños 6 Menores de años | 61,205 | 6,595 |
| Porcentaje de las mujeres con niños menores que trabajan | 68.1% | 66.1% |
| Localización del trabajo: | | |
| Porcentaje en el Condado | 57.9% | 58.1% |
| Porcentaje en otras partes de Maryland | 9.2% | 6.3% |
| Porcentaje en Washington, D.C. | 23.6% | 28.7% |
| Porcentaje en Virginia | 8.0% | 5.5% |
| Transporte para ir al trabajo: | | |
| % usando el automóvil | 81.6% | 79.3% |
| % usando el transporte público | 13.2% | 16.4% |
| % caminando/bicicleta/Otro medio | 1.9% | 2.1% |
| Acceso al Metro: | | |
| % usando automóvil | 53.2% | 64.5% |
| % usando el Ride-On o el Metro bus | 17.1% | 18.1% |
| % caminando o en Bicicleta | 29.7% | 17.4% |
| <u>VIVIENDA</u> | | |
| <i>Familias clasificadas por la raza del jefe familiar</i> | 311,135 | 18,970 |
| Porcentaje del Total de familias | 100.0% | 6.1% |
| <u>Tamaño Promedio de cada familia:</u> | 2.64 | 3.42 |
| <i>Posesión: Porcentaje que Renta</i> | 28.8% | 41.4% |
| <u>Edad promedio del Jefe de Familia</u> | 49.1 | 43.5 |
| <u>Promedio de automóviles por familia</u> | 1.8 | 1.9 |

| <u>INGRESOS</u> | | |
|--|----------|----------|
| Distribution del Ingreso Familiar en 1996: | | |
| Porcentaje bajo \$15,000 | 4.1% | 6.2% |
| Porcentaje de \$15,000 a \$29,999 | 9.9% | 20.6% |
| Porcentaje de \$30,000 a \$49,999 | 20.0% | 26.7% |
| Porcentaje de \$50,000 a \$69,999 | 19.1% | 17.2% |
| Porcentaje de \$70,000 a \$99,999 | 19.5% | 15.4% |
| Porcentaje ganando \$100,000 o más | 27.4% | 14.0% |
| <u>Ingreso Familiar Promedio en 1996</u> | \$66,085 | \$47,310 |
| Porcentaje de Familias que usan sobre el 25% del ingreso familiar en gastos de vivienda: | | |
| Porcentaje que son propietarios de su casa | 21.1% | 42.8% |
| Porcentaje que alquilan | 39.7% | 51.4% |

Fuente de información: Reporte del Censo de 1997; Departamento de Planificación del Condado de Montgomery, Centro de Investigación y Tecnología, Julio de 1999

RESEÑAS SOBRE EL PERFIL DEMOGRÁFICO HISPANO EN EL CONDADO DE MONTGOMERY

- El Condado de Montgomery tiene la mayor población Hispana en el Estado de Maryland.
- Durante los Años Fiscales de 1992 a 1998, El Salvador fue el país de origen de la mayoría de los inmigrantes legales en el Condado.
- La población Hispana, con un promedio de crecimiento anual de 6.1% desde 1990, es el grupo minoritario de mayor crecimiento en el Condado.
- Según los Estimados de la Población Racial del Condado preparado por el Buró del Censo de Estados Unidos en Julio de 1999, 10.8% de los ciudadanos del Condado eran de origen Hispano, reflejando un aumento de 64.6% entre 1990 y 1999.
- 33.6% de la población Hispana tiene 17 años de edad o menos.
- En general, la edad promedio de los ciudadanos de origen Hispano (29.3 años) es la mas baja en comparación con otros grupos étnicos.
- 79% de los ciudadanos de origen Hispano tienen por lo menos una educación de escuela superior y 21% tienen grados universitarios avanzados a nivel profesional o doctoral. {Un gran porcentaje (21.1%) de aquellos sin diploma de escuela superior pudiera atribuirse a las interrupciones causadas por la guerra (especialmente en El Salvador)}
- 72% de las mujeres de origen Hispano (mayores de 16 años) trabajan, este porcentaje es más alto que el promedio en el Condado (67%).
- El 16.4% usa la transportación pública para ir a trabajar.
- El tamaño promedio de una familia Hispana (aproximadamente 4 personas) es mayor que el tamaño de la familia promedio en el Condado (aproximadamente 3).
- El promedio de autos por familias de origen Hispano es 1.9, más alto que el promedio de 1.8 por familia del Condado.
- El ingreso familiar promedio es \$47,310.

APPENDIX B

Letters

Montgomery County Smart
Growth Working Group
United States Postal Service
Tech Council of Maryland