

ROUND II

TRANSPORTATION POLICY REPORT PUBLIC PARTICIPATION

FOCUS GROUP AND COMMUNITY WORKSHOP RESULTS

TPR Public Involvement Work Group
M-NCPPC Strategic Planning Division

November 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.** 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, the "links" section included a listing of 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 to 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 the Task Force's 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 Potomac 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. The 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 II workshops. A summary of Round I 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 II

The strategy for TPR Round II had three main elements – 1) building a sustained public presence; 2) creating a multi-track public involvement strategy to build community understanding and support for the final TPR Report; and 3) engaging the public in problem-solving discussions to guide and inform the development of the final TPR Task Force Report.

Building a sustained public presence involved:

- Publishing an edition of the newsletter, written by the Task Force members explaining the work effort.
- Creating opportunities for regular reporting in the mainstream and minority media and the work of the Task Force and targeted topics.
- Continued presentations on TPR to interested groups, targeted focus groups and the community as a whole.

After developing two test scenarios, one focusing on roads and the other on transit, the TPR Task Force began a second round of public involvement. In this second round, the Task Force asked for public comment and reaction to the elements of the two test scenarios. Several road proposals and in particular the ICC and Techway are controversial issues in the County with many people for and against those facilities and those views were expressed strongly at the workshops.

The Task Force reconvened the Focus Groups, held six community workshops throughout the County, made presentations “on request” at many community organizations, utilized the print media to publish point-counter point articles in a local paper, and utilized cable television to focus on the divergent viewpoints.

The Task Force’s web page, www.Movemontgomery.org continued to keep the public informed about meetings, provided information about the process and content of the Task Force’s work and provided opportunity for public input and interactive communication with the Task Force. The Power Point slide show used at the workshops and focus groups was installed on the web for those that could not attend the meetings.

FOCUS GROUPS

The nine focus groups convened for the Round I effort were reconstituted during September and October. Because many of those invited represented service organizations that directly or indirectly responded to the situation following September 11th, the attendance was not as strong as the first round of Focus Groups. However, those attending made valuable comments to the Task Force and those that could not attend asked to remain on the mailing list. Notes taken during the Focus Group were sent to the attendees for comments and revisions. Those notes are included in this Report in their unedited form.

COMMUNITY WORKSHOPS

Approximately 500 residents attended the six community workshops convened throughout the County. Each community workshop followed a consistent format. Members of the Task Force narrated a slideshow of the test scenarios after which attendees discussed the scenarios in small groups. Those attending had an opportunity to ask questions of the Task Force and to fill out a non-scientific questionnaire developed by the Task Force, which allowed space for comments. The questionnaire results and comments noted by attendees follow in this Report. In total, 451 persons filled out questionnaires. Some of those attending did not fill out questionnaires. If a person attended more than one workshop, they may have filled out more than one questionnaire.

TPR SLIDE SHOW

TRANSPORTATION POLICY REPORT

A POLICY FOR THE FUTURE
2050

New e-mail address:
mcp-movemail@mncppc-mc.org

TONIGHT'S AGENDA

- Task Force members offer:
 - Background information
 - Description of Base Case
 - Description of Alternative Scenarios
- Table Conversations about Alternative Scenarios
- Conversations with TPR Task Force Members

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GROUND RULES

- Listen carefully
- One person speaks at a time
- Participate openly and honestly
- State your views without attacking others
- Respect group time: keep comments brief and to the point

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WHAT IS TPR?

The Planning Board launched the Transportation Policy Report to:

- improve **mobility** in Montgomery County
- enhance **livability** in our neighborhoods
- promote **vitality** in our business centers

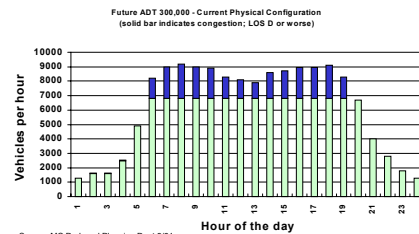
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WHO IS THE TASK FORCE?

- 34 citizens from diverse areas of the County
- Appointed by the Planning Board
- Charged with responsibility to provide transportation and land use recommendations to the Planning Board and County Council

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WHAT HAPPENS IF WE JUST FOLLOW CURRENT PLANS? PROJECTION OF HOURLY VEHICLE VOLUMES I-495 (BELTWAY) OUTER LOOP AT AMERICAN LEGION BRIDGE YEAR 2020



Source: MC Park and Planning Dept 9/01

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TASK FORCE GOALS

GOAL 1: Provide **transportation system** that efficiently and reliably moves people, goods, and services locally, county-wide, and regionally.

GOAL 2: Support balanced and orderly **growth**.

GOAL 3: Protect the **natural environment** from negative impacts of growth and transportation.

GOAL 4: Ensure the **cost-effectiveness of public investment** in transportation.

GOAL 5: Improve **pedestrian and traffic safety**.

MEASURES OF EFFECTIVENESS

- **PURPOSE**
- **RELATIONSHIP TO GOALS**
 - Reduce congestion levels
 - Protect and preserve environment
 - Achieve high benefit in relation to capital costs

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TASK FORCE PUBLIC INVOLVEMENT

- 4 Community Workshops and 9 Focus Groups last Fall and Winter
- Many spoke for and against specific facilities such as the ICC, the Techway, and the various alignments of the Purple Line
- Some common themes emerged...

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COMMON THEMES PREVIOUS PUBLIC OUTREACH

- Improve **connections** between major job and residential centers
- Improve **bus service**
- Improve **regional connections and choices**, especially to Dulles and BWI
- Provide some **short term solutions**
- Improve **sidewalk access** to transit facilities
- Implement **master plan** recommendations
- Develop **livable communities**

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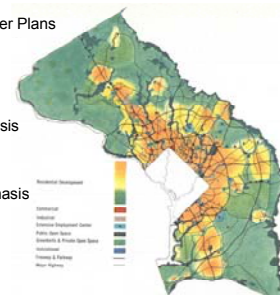
TASK FORCE WORK PROGRAM

- **Round 1:** Developed and tested 5 transportation/land use scenarios
- **Round 2:** Tested facilities
- **Round 3:** Developed two distinct scenarios and Base Case for public input and testing

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POTENTIAL SCENARIOS

- **Base Case:** Existing Master Plans (modified)
- **Scenario A:** Road Emphasis
- **Scenario B:** Transit Emphasis



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ROUND 3 SCENARIOS

- Each scenario considers all goals, but places different emphases on each.
- Each scenario is estimated to cost between \$8 and \$9 billion between now and 2050.

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COMMON ELEMENTS ACROSS SCENARIOS

- Local road network/intersection improvements
- Enhanced bus network
- Transit connection between Bethesda and Silver Spring
- M-83 (selected segments)
- I-270 widening, including HOV lanes
- Corridor Cities Transit Alternatives
- Eastern link of ICC Master Plan Alignment, US 29 to I-95
- Georgia Avenue Busway

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COSTS AND FUNDING

- Under current funding sources, \$1.3 billion is anticipated for building transportation facilities between now and 2025.
- Each scenario costs approximately \$8 to \$9 billion between now and 2050.

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BASE CASE: EXISTING MASTER PLANS (Modified)

Wedges and Corridors

- Urban Ring
- I-270 Corridor
- Suburban Communities
- Residential Wedge
- Agricultural Wedge

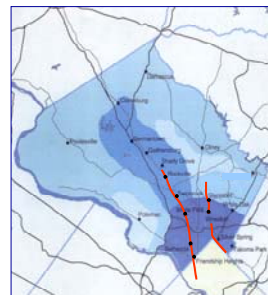
Area Master Plans and Master Plan of Highways (except ICC)

2000 Existing Development

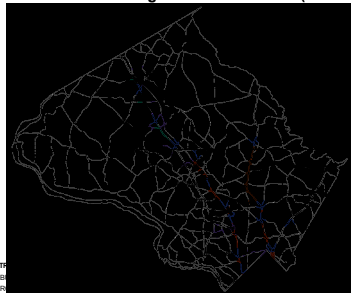
- 535,000 Jobs
- 320,000 Housing Units

2050 Growth Projections

- 750,000 Jobs
- 480,000 Housing Units



Base Case: Existing Area Master Plans (Modified)



- LEGEND**
- EASTWEST CONNECTIONS**
- ① I-270 and MD 168 widening
 - ② Silver Spring Parkway
 - ③ Shady Grove Road widening
 - ④ Portion of ICC US 29 to I-495
- TRANSIT**
- ⑤ Georgetown Branch Light Rail
 - ⑥ N. Bethesda Transit People Mover
- NORTHSOUTH CONNECTIONS**
- ⑦ M-83 from Clarendon to Manassas
 - ⑧ I-270 widening to 6 lanes from MD 124 to Clarendon, 4 lanes from Clarendon to Silver Spring
 - ⑨ Clague Road widening
 - ⑩ I-95 widening
 - ⑪ Transit
 - ⑫ Corridor Cities Transitway
 - ⑬ Georgia Avenue Busway

RAIL LIGHT HEAVY
INTERCHANGE
ACTIVITY CENTER

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PRESENTATION

Task Force Scenario A Road Emphasis

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SCENARIO A: ROAD EMPHASIS

Retains Master Plan Land Use
Improves Regional Connections

- Potomac River Bridge connections to upgraded local road network
- ICC

Adds Roads

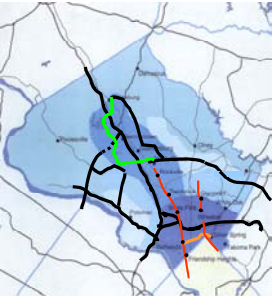
- I-270 Widening
- M-83 (Clarksburg to ICC)

Emphasis on HOV

- I-270 and I-495
- ICC (Master Plan Alignment)

Limited Transit

- Georgetown Branch Light Rail
- Corridor Cities Busway
- Enhanced Bus Service



Task Force Scenario A: Road Emphasis

Assumes Master Plan Land Use
 Emphasizes Roads with Some Transit

- East/West Connections
 - ICC (Master Plan Alignment)
 - Potomac River Bridge connections to upgraded local road network
 - Adds HOV Lanes to Beltway
 - Montrose Parkway
 - Georgetown Branch (Light Rail)

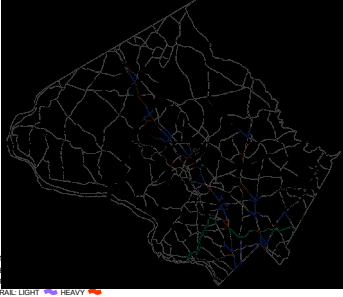
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Task Force Scenario A: Road Emphasis

- North/South Connections
 - M-83 (From MD 27 to ICC)
 - I-270 Widening to 8 lanes to Frederick (includes 2 HOV lanes to Frederick)
 - Corridor Cities Busway
 - Georgia Avenue Busway

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Task Force Scenario A:



LEGEND

EAST/WEST CONNECTIONS:

ROADWAYS

- ICC Master Plan Alignment A
- MD 28/18 Widening
- Potomac Widening (11-12 lanes in each direction)
- Potomac River Bridge connections to upgraded local road network
- Montrose Parkway
- I-270 HOV Lane Widening

TRANSIT

- Georgetown Branch Light Rail

NORTH/SOUTH CONNECTIONS:

ROADWAYS

- M-83 - Clarksburg to ICC
- I-270 Widening to 8 lanes from MD 28 to Frederick (includes 2 HOV lanes to Frederick)
- New Road and Parkway Network
- Major Road Widening
- Major Road Widening

TRANSIT

- Corridor Cities Busway
- Georgia Avenue Busway

RAIL LIGHT HEAVY

INTERCHANGE

ACTIVITY CENTER

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PRESENTATION

Task Force Scenario B Transit Emphasis

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SCENARIO B: TRANSIT EMPHASIS

Revise Land Use

- Reallocate Some Future Jobs From I-270 to the East
- Reallocate Some New Housing from Rural Area to I-270 & Urban Ring
- Higher Density at Metro Stations
- Creates New Centers

Improves Regional Connections

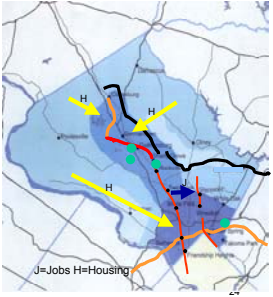
- Purple Line between Tyson's Corner and New Carrollton
- 4 Lane Muncaster Mill Road and MD 28 and MD198

Roads

- Retains M-83 (Shady Grove N.)
- No Montrose Parkway or ICC

Emphasis on Transit

- Extends Metro Red Line to Metropolitan Grove
- Corridor Cities Light Rail/Busway
- Enhanced Bus Network
- Transit Spur to FDA/West Farm



J=Jobs H=Housing

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Task Force Scenario B: Transit Emphasis

Emphasizes Land Use and Transit

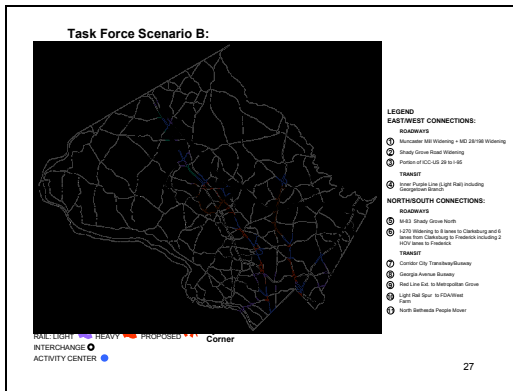
- East/West Connections
 - Muncaster Mill Widening + MD 28 and MD198 Widening to 4 lanes
 - Inner Purple Line (light rail)
 - No Montrose Parkway
 - ICC Master Plan Alignment between US 29 & I-95

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Task Force Scenario B: Transit Emphasis

- North/South Connections
 - M-83 (Shady Grove to MD 27)
 - I-270 Widening to 8 lanes to Clarksburg and 6 lanes from Clarksburg to Frederick including 2 HOV lanes to Frederick
 - Extend Red Line to Metropolitan Grove
 - Corridor Cities Transitway/Busway
 - Georgia Avenue Busway
 - FDA Spur to Purple Line

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PRESENTATION

Differences Between Plans

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Major Differences Between Plans

M-NCPPC MODIFIED MASTER PLAN BASE CASE 2050	TPR TASK FORCE ROAD EMPHASIS SCENARIO A	TPR TASK FORCE TRANSIT EMPHASIS SCENARIO B
East/West Connections		
Roadways	Roadways	Roadways
M-83 from Shady Grove to ICC ROW at Muncaster Mill, MD28 & MD198 Widening	Full ICC (Master Plan Alignment) & MD 28 & MD198 Widening to 4 lanes	Muncaster Mill Widening + MD 28 and MD198 Widening to 4 lanes
NA	Beltway Widening (1 HOV lane in each direction)	NA
NA	Potomac River Bridge connections to regional local road network	NA
Montrose Parkway	Montrose Parkway	NA
Shady Grove Road Widening	Shady Grove Road Widening	Shady Grove Road Widening
Portion of ICC-US 29 to I-95	As Part of ICC	Portion of ICC-US 29 to I-95
Transit		
Georgetown Branch (Light Rail)	Georgetown Branch (Light Rail)	Inner Purple Line (Light Rail)
N. Bethesda Transit (People Mover)	NA	N. Bethesda Transit (People Mover)

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Major Differences Between Plans

M-NCPPC MODIFIED MASTER PLAN BASE CASE 2050	TPR TASK FORCE ROAD EMPHASIS SCENARIO A	TPR TASK FORCE TRANSIT EMPHASIS SCENARIO B
North/South Connections		
Roadways		
M-83 Clarksburg to Muncaster Mill Rd. at ICC	M-83 from MD 27 to ICC	M-83 Shady Grove North
I-270 Widening to 8 lanes from MD 124 to Clarksburg, 6 lanes from Clarksburg to Frederick including 2 HOV lanes to Frederick	I-270 Widening to 8 lanes to Frederick including 2 HOV lanes to Frederick	I-270 Widening to 8 lanes from MD 124 to Clarksburg, 6 lanes from Clarksburg to Frederick including 2 HOV lanes to Frederick
NA	River Road Widening	NA
Clopper Road Widening	Clopper Road Widening	NA
355 Widening	355 Widening	355 Widening
MD 108 Widening (Olney to Damascus)	MD 108 Widening (Olney to Laytonville)	NA
Transit		
CC Light Rail Shady Grove - Clarksburg	CC Busway: Shady Grove - Clarksburg	CC Busway: Shady Grove-Metropolitan Grove
Georgia Avenue Busway	Georgia Avenue Busway	CC Light Rail: Met. Grove to Clarksburg
NA	NA	Red Line Ext. Shady Grove to Metropolitan Grove (Heavy Rail)
NA	NA	Purple Line Spur to FDA/West Farm

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COMMUNITY PERSPECTIVE

- What do you like about each scenario?
- What do you dislike about each scenario?
- What is missing?
- Please complete questionnaire

New e-mail address:
mcp-movemail@mncppc-mc.org

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FOCUS GROUP REPORTS

Transportation Policy Task Force

Round 2 Focus Group Banking and Development Community October 2, 2001

The Banking and Development Focus Group had 7 participants. Most were from the development community. The conversation was focused primarily on the scenarios. The comments that seemed to generate broad concurrence were:

- County's inability to build major roads and implement master plans
- Negative impact of policies (such as the AGP)
- Other comments made by members of the group are listed below.

Discussion of Scenarios: General Comments

- Total gridlock now. No metro line is underutilized. Can put density around a metro line can't do that around an extra lane of the Beltway. If you add a lane to the beltway it will fill up. Light rail is the only opportunity to help congestion. It allows you to have housing next to jobs.
- Timing is critical – 10 years for a project to be completed. Any roads that are less than controversial need green light. Montrose Parkway, inner links, 270 to any other spokes are critical. What are the priority projects?
- What are some short term fixes? The problems are very real. It took an hour to get here from Potomac when it should have taken 25 minutes. There ought to be some input into what is really needed. Road improvements affect us as much as traffic (the bridge repairs on 495, removing a lane this time of morning). We need to focus on more efficient use of what we have. We have significant problems today. Benefits versus impact. (such as the stoplight at Georgia and 495) someone needs to be looking with a broader view.
- We need to study congestion on the Beltway. How many roadway miles in this county compared to others? We are underserved. We have a high rate of carpool and transit utilizing. If build all 150,000 homes on top of transit, would we still not need some type of road?
- I like both scenarios.

Discussion of Scenarios: Techway

- Techway – want a crossing. Demand is there, but the usage will be limited by type of road. Surprised at enhancement of River/Piney Meeting House – this will cause disruption of community. It should not impact on the land use and community that are there. It would have been far better and more cost effective to plan ahead, like Rt 32 in Howard County. Critical to the area to have another bridge – if you take out one of the existing bridges.
- On goals – nothing was said about the effect affect new roads would have on the community structure. What would the impact of techway be on the community structure?

Discussion of Scenarios: ICC and East/West Connections

- What happened to inter-county connector? It is difficult to make the trip to and from PG to Gaithersburg.
- How much traffic of the traffic in the White Flint/Rockville area is destined to transit and how much would the Montrose Parkway affect that?
- I have been commuting from PG to Germantown for 25 years. There is a tremendous backup at I95 and Beltway. An ICC would really help.
- If the ICC were built, it might more attract more traffic.

Discussion of Scenarios: Transit

- It is difficult to plan based on unfunded planned transit. For example, in Germantown, a build to suit, near proposed transit line but not yet funded. Can't get bus service to areas. No confidence in what will be built (transit). I'm selling against the problems in Montgomery County every day. We need to focus on the short term; we have problems today.
- When they built the bridge in San Francisco, opened up Oakland. Goals do not look at impacts – where are the people going, where will you promote growth? We need to look at mistakes Virginia made – not geared toward mass transit. Any connection with Tyson should have mass transit and light rail. Any connections in own city centers should include light rail.
- Where Arlington is very viable – housing, jobs, and mass transit. Where do you want your growth? In Reston, the only mistake was no metro, same with Tyson. We have an opportunity to take new town centers connect with existing roads and transit.
- Any decision should be toward mass transit.

- Can you change behavior so that more will take transit? How much is it reasonable to assume will occur?\

Comments on Growth Policy

- We have a “Catch 22” growth policy. We are eagerly looking for a path through the growth policy (which is time consuming.)
- Focus on Transit from White Flint perspective: We are trying to develop with “smart growth” at White Flint, trying to maximize transit and create incentives so more people will use Metro.
- We need to look at the impact policies have on community structure. For example, the New Hampshire corridor has been in moratorium. Can’t control religious institutions. Impact of policies such as the AGP on community. We have homes on 2 lanes roads. How can transit affect those things without road facilities? Need relief to dangerous roads.

Comments on Housing Issues

- The County’s emphasis should be on trying to increase housing near transit—such as in White Flint or Bethesda. Should be a prime emphasis. We can’t forget that housing choice is critical; not everyone will want to live in a condo.
- There is not much room left in Howard County for housing.

Observations on Market Forces, Consumers and Citizens

- People are going to go toward large lots and find transportation.
- Using transit requires a shift in behavior.
- Roads or transit – most citizens will oppose everything and will tie the policies up for decades.
- Change in lifestyle – no matter how many lanes you add, people will use them until they get full.

Comments on Regional Issues

- My concern is with policy decisions. We are just a small part of a larger region. It is hard to achieve consensus in Montgomery County but these decisions will affect the region. We need to get the region to approve what we do. It makes no sense for us to take a transit approach if Fairfax takes a roads approach. The concerns are a lot bigger than Montgomery County. It is

difficult to get consensus on a regional basis. Jobs and homes are out of balance. Traffic is always an issue – *it's not a science it is an art*. It is hard to evaluate the traffic impacts of each project – no basis for judging if appropriate, you can shop to get a traffic consultant to say what you want him to say. Very frustrating , assumptions – vary widely. Experts show results based on the slant. It is not a science: political, variable. The traffic studies work to support their position. Does anybody disagree?

Comments on Policy Issues

- Policies result in performance and costs. We need to be aware of both and their impact. A parking tax put us at a disadvantage regionally. The sophisticated tenants understand issues that effect cost to occupy space, where employees will live. It's easy to say we're going to "make people use transit", but hard to implement.

PARTICIPANTS

Michele Cornwell, Senior Vice President, Chevy Chase Land Company

Bryant Foulger, Vice President, Foulger Pratt

Alex Inglese, Development Manager, Federal Realty Investment Trust

Phil Perrine, Perrine Planning and Zoning, Inc.

Dick Pettit, Pettit and Griffin, Inc.

Michael Richardson, Sr., Vice President/Chief Lending Officer, Mid-Atlantic Federal Credit Union

Mike Smith, Senior Development Manager, LCOR, Inc.

TASK FORCE MEMBERS PRESENT

Janyce Hedetniemi

Sam Raker

Luella Mast

STAFF PRESENT

Melissa Cuñha Banach

Roselle George

John Carter

Jeff Zyontz

Michael Asante

Ron Cashion

Transportation Policy Task Force

Round 2 Focus Group Elderly and Disabled Focus Group September 21, 2001

The Elderly and Disabled Focus Group had 11 participants. Most represented the elderly community. The conversation focused primarily on

- Scenarios in general
- Elderly transportation needs, especially transit

Comments from the group:

Discussion of Scenarios: General Comments

- Did either scenario look at persons with disabilities? Not seeing connectivity within neighborhoods in scenarios.
- Neither scenario is neighborhood focused – not service oriented.
- Too complex to understand in 20 minutes.
- Astonished that it has taken 15 months to get to this place. Suggestions could be come up with by 5th grader.
- Both scenarios are focused on the working population. Not focused on seniors.
- Is there anything in these scenarios that meets the needs of the elderly?
- Plans are heavily oriented to hardware, don't talk about services. Which road goes where but what does it do, who does it do it for?
- Anyone of these Task Force members could have designed a system and we would have it already.
- Scenarios have to do with improving connections to jobs while older residents need to get to services during off-time.

Discussion of Scenarios: Roads

- Missing from the scenarios, particularly the roads scenario, there is a group of people between older people who drive and those who don't. Those who are beginning to not drive as much (no longer working but still very active).

- Lacking safety element in design of roads.

Discussion of Scenarios: Transit

- Montgomery County just purchased buses with 4 steps – low floor buses are much more efficient, easier to get on, more convenient for wheelchairs. They save time at bus stops because it takes much less time to load persons. They are used all over Europe.
- If you can not drive you need public transportation throughout the neighborhood.
- Transit dependent population needs enhanced bus network, livable communities, transit.
- The majority of people who do not drive, can't get to bus stops, not willing to take buses, need a companion or escorted transportation.
- To improve neighborhood public transportation – use deviated fixed route – go to certain address after call.

Comments On Special Transportation Needs Of Elderly

- Different groups with different needs within the elderly.
- For seniors, how long it takes is not as important as where it goes.
- Has anyone considered a lane for us old folks, a 50 miles an hour lane? Or the speed limit. There are people who are not comfortable on speed roads.
- Plans are most cost effective for the general population. Seniors and similar populations are not particularly cost effective. It will be more expensive but the cohort needs to get to goods and services.
- Residential buses might be beneficial to the elderly with an escort. Getting to the bus is a problem.
- Support more of a service focus. See some of the funds going into a service related program for seniors at the first end – can be purchased more quickly and would make a difference in quality of life for seniors.
- In 50 years we will have many many more elderly. Their major trip needs will not be journey to work.

- The need for better transportation within neighborhoods could be alleviated by keeping the elderly driving as long as possible. Recent studies show that the older driver is not more reckless than other drivers of all ages, but he/she is more fragile when jolted in an accident.
- Disappointed that more of the suggestions made in the first focus group were not included in the scenarios: better signage, better timing of walk light at intersections.

PARTICIPANTS

Jon Burkhart, WESTAT
 Mary Connie Caldwell, Commission on People with Disabilities
 Meg Campbell-Kotler, Department of Health and Human Services
 Moti Galil, Jewish Community A, Transportation Center
 Elizabeth Layton, Commission on Aging
 Anne Mehler, Seniors Organized for Change
 Harriot Shapiro, Jewish Council for the Aging and GROWS
 Patrick Sheehan, representing transit dependent on the TPR
 Audrey Straight, AARP
 Phillip Strong, American Council of the Blind
 Carolyn Wanner, Mental Health Association
 Marty Wish, National Association of Retired Federal Employees, Committee for Montgomery

TASK FORCE MEMBERS PRESENT

Janyce Hedetniemi
 Luella Mast
 Sam Raker
 Harry Sanders
 Stan Schiff
 Patrick Sheehan

STAFF PRESENT

Melissa Cuñha Banach
 John Carter
 Roselle George
 Michael Asante
 Ron Cashion

Transportation Policy Task Force

Round 2 Focus Group Multi-Cultural Focus Group September 24, 2001

The Multi-Cultural Focus Group was attended only by Ron Miller of the Montgomery County Government, Department Health and Human Services. Because of the events of September 11th, most of the participants invited to this focus group were tending to the needs of their constituents and not able to attend. Mr. Miller's primary focus was in the difficulties his constituents, who use public transportation for the most part, have in getting around.

Discussion of Scenarios: General Comments

- Likes Techway light using existing roads. A parkway doesn't make sense.
- But Transit makes sense. Techway light makes sense because using existing roads. More results for the money.
- Could be two or three alternatives – need to make a decision. Time to move forward.

Discussion of Scenarios: Transit

- Need transit from New Carrollton to Bethesda and some connection to I-270.
- Need cross-County alternative routes. Like to see light rail.
- Widening 410 doesn't make sense, what a disruption it would be to people who live there.
- Likes light rail. In Bay area much more limited, Metropolitan area is about the same size. Use of light rail there.
- I think they need to build a magnetic lev rail along Rt 29 right away.

Comments on Constituents' Needs

- Constituents are low-income communities. Main mission: anti-poverty program and Headstart.

- Issue – public transportation. Get low-income workers from Silver Spring, Germantown to jobs. If they drive they have to pay a huge amount for parking.
- Most people in Montgomery County have a car. Only those close in can use of public transportation – anyone working in Germantown, after hours work can't take a bus. Need better public transportation
- Some person got up in Bethesda and said “who in the world would like to go to Silver Spring?” All the restaurant jobs – they live somewhere, if they are in Bethesda they had to use cars to get there.
- To everyone's advantage to get people to their jobs.

Comment on Housing Issues

- Could lose the little affordable housing in Silver Spring. Langley Park has issues, working with International Corridor. The transit scenario would allow people in Langley Park to get to work.

Comments on Emergency Situations

- After the recent events, this is much more urgent than ever. We need a better way of moving large numbers of people. If you have to evacuate it would be difficult.
- We live in the area that could be a target.

Comments on Policies

- We need a different approach than we've had in 50 or 100 years of the automobile. Truly mass transportation only works when there is a density of people. This is an urban environment. The corridor is much more urban. Try driving Rockville Pike to Viers Mill Rd. on Saturday.
- Transportation system lags behind the demographic shifts. People must change buses 2 and 3 times to get to Piccard Drive to child services. The decision is made to move – centralized planning. Think about how the people are going to get there.
- Silver Spring is one of the easiest places to get to. If you move people through here – that's the buy in, jobs here, with Discovery Company coming here, trips to and from Silver Spring will increase.

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Transportation Policy Task Force

Round 2 Focus Group Spanish-Speaking Focus Group October 6, 2001

The Spanish-Speaking focus group was attended by 11 members of the Hispanic Community. The slide show was translated into Spanish and the focus group was conducted in Spanish. The group was very diverse in age and occupation and the discussion was wide-ranging. There was broad concurrence on our inadequate public transportation system.

Discussion of Scenarios: General Comments

- The more cars and the more roads, the more the companies will move away and we will lose those taxes. We need the ICC. And we need to improve the buses. Hope you get your objectives.
- I think this is a myopic presentation – it ignores the region, such as problems in Virginia. Virginia is already building the other side of the Techway. They already have crowding of roads in Virginia.
- Transportation is important to everyone in the broad Montgomery County community – it is difficult to say how the Hispanic community can give a meaningful feedback. The Hispanic community now needs buses. The bus system is very bad it lacks basic facilities. We need to divorce ourselves from the cars. We need to ensure that our vote and voice has the same weight as others.
- This plan is for 2050, we can't wait that long, what are you planning on doing for the immediate future?
- How does our opinion and vote gel with the more important concept regionally? How do I get to my destination safe, economically, and fast anywhere in the region?
- Future transportation needs – solutions aren't easy, everything is expensive. Another car is very expensive. I'm spending \$28 just to have a car, more than on food. 3 year old used car for his daughter, \$12 a day.
- We don't know what technology we will have in 2050.
- Hispanic community can provide a good intelligent feedback. I moved here from DC for my children (from Adams Morgan). Children can't get around

on bikes like we could. My grandchildren can't grow up with these plans. What is missing: I must move from Silver Spring, just like I moved from Adams Morgan. I need to move where mobility is easy, If I move to Damascus couldn't get to College Park. These plans don't give mobility throughout Montgomery County – and they don't protect the environment. This presentation entices her to move elsewhere outside the County. Transportation choices don't satisfy mobility and don't respect the environment.

- Montgomery County will become a Manhattan.

Discussion of Scenarios - Transit

- Every day we need a system of buses that keeps frequently, dependable services, safe at night. We use it 24/7. Cannot afford to get a car. We also have the habit in Latin America and Europe of taking public transportation. It is imperative that the bus service be improved immediately. We need to a system that is balanced buses and roads. People cannot continue to think that they can only depend on a car. They must think of public transportation as meaningful. If it rains takes much longer, 90 minutes to go 8 miles, 2 hours if it rains. If an express bus would let me could read, relax on my way to work. Unless I live near my job now I must take a car – I arrive stressed out. My vote is for a good bus system that is not only for new immigrants, but everyone. The paradigm is to change for everyone – for many people. It takes too long to get to job, corporations are thinking of moving away. Corporations are seeing that clients and employers are taking too long to get there.
- Discovery, the employees can come in buses – other employers are encouraging their employees to take buses.
- Olney – choice between autobus or drive – I work in DC. If I take metro, need parking, the Metro parking lots are full and I can't go later. But if I take public transportation – bus takes too long, stops too many times. Doesn't come, not reliable. It is easy. I would like an express bus system, even if I have to pay more, I would pay more but have a better system that shortens the travel time.
- I don't have any problem. I walk to Glenmont Metro – take the red line from station to station. Trying to solve a problem for everyone. Need to solve for the community, not for individuals. We have voice but not vote. How do we get the vote?
- People move to locations to be use the Red line – they are dependent upon it.

- How do you define the Hispanic community? The people who come from Latin America depend upon buses. Hispanics graduate from bus dependent to having the same needs as everyone else as they stay here longer.
- Need a better bus system. We are especially interested in buses more than metro. Not dependable.
- I need the bus, change the system, The bus doesn't do what the sign says it does. Sometimes I must walk just to get there.
- Bus doesn't come on schedule. I can wait 30 minutes – there is no timetable. When it finally comes, not in service. Not dependable, not reliable, unsafe. It's not safe to wait in the dark. Must get a ride from my boss.
- Buses don't go according to the time table. Comes earlier or later sometimes it doesn't come. Would like an express bus that doesn't stop – Langley to Silver Spring – sometimes it is like a local shuttle, less in-between stops that are not necessary. Some of the stops are so absurd, such as two in one block.

Notes from the questionnaire:

Bus connections please! Frequency, no longer than 20 minutes intervals. Is monorail possible for the purple line?

Road transportation in the county and region demands an “out of the box” solution. Less emphasis on private vehicular mode and more on mass transit.

Inadequate bus service, no schedule, no shelters. Route 15 taken out of location (McGregory) and is not convenient. Those who don't know find it difficult to locate, no place to wait.

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Transportation Policy Task Force

Focus Group, Round 2 Tech Council of Maryland October 12, 2001

The Tech Council Focus Group had eight participants. The conversation focused primarily on the need for better East/West connections, specifically the ICC and the need for large capacity roadways just to keep up and maintain the present amount of roadway usage. There was also considerable discussion of transit and other forms of east-west connections, but emphasis was on the ICC and road capacity needs getting met. There was discussion of the Techway, the need for employees to get to the I-270 Corridor and the lack of consideration of modern technology in the TPR Scenarios.

Before the presentation began, Dyan Brasington, president of the Technology Council of Maryland, made a few comments. The Council has 850 members, representing 200,000 employees. The Tech Council strongly supports increased road capacity, but believes all forms of transit and connections will be necessary to address the mounting transportation crisis. The first TPR Focus Group, held last winter, looked at a number of scenarios that would help solve congestion. The report of that focus group did not reflect the strong sentiment of TCM members during the discussion, which emphasizes roads along with other solutions. A letter from the Council suggesting that roads be more emphasized was included with the revised report.

In 1998 the Technology Council's survey found that 87% of the respondents were in favor of the ICC. A recent survey of members showed again a priority for the ICC along with the Techway. Other traffic solutions such as transit, teleworking and more regional transportation planning between states and counties in the area were also mentioned.

Focus Group Response to Scenarios

Teleworking

- During the discussion it was noted that there is a lack of inclusion of teleworking and telecommuting in the scenarios presented. Other jurisdictions in the region have recognized the importance of these programs (such as Telework Virginia). There were questions as to why there was not more emphasis on teleworking and telecommuting as well as the lack of emphasis on environmental concerns and consequences of the events on September 11.

- There is a very effective telework center in Hagerstown. This could be duplicated in Montgomery County and the ideal place for such a center would be along the I-270 Corridor with its critical mass of companies.
- To encourage successful telecommuting and teleworking for employers and employees, homes and centers must have access to high-speed connectivity. Currently DSL, cable and satellite connections are limited to highly populated areas. Investment in the connections to the backbone of the system, " the last mile," is very expensive and telecom companies are reluctant to make that investment. State, national and local incentives could help to accomplish "last mile" hook-ups.
- This led to a discussion concerning the heavy investments telecom companies have to make in high-speed infrastructures. Also there were concerns about the physical disruptions to neighborhoods when digging up the ground to lay lines. In the future, we should consider putting in fiber while developing property.
- An addendum to the scenarios based on the terrorists attack of September 11, should be considered. Today, assumptions are different, for example, if the American Legion, Wilson Bridge, and or Metro were destroyed, how would we evacuate the area?

Discussion of Scenarios: East/West Connections

Workforce Issues and Traffic Congestion

- Today technology employees are coming from east of the I-270 Corridor -- Howard County, Baltimore, Prince Georges County and the eastern part of Montgomery County to I-270 employment centers
- The TPR Transit scenario moves some of the future jobs from the I-270 Corridor to the eastern part of the County and increases the number of future residential units in the I-270 corridor.

Housing Growth

- There were discussions about this scenario and concern was expressed relating to housing. Housing for PhD's is not the issue. The issue is everyone below that income level. Even if there were housing in the I-270 Corridor, many employees could not afford it.
- Montgomery County is becoming an island. Businesses have trouble pulling support from surrounding areas because you can't travel East/West. You can't get from I-95 to I-270 easily.

- Because of high wages in the tech fields, commuters put up with the problem of driving. However if they have opportunities closer to home, they could leave Montgomery County jobs for ones closer to home. This creates a workforce problem for tech companies.

Business Growth

- With the transit scenario there is the assumption that with housing concentrated in the western part of the county and additional business growth in the eastern part of the county, companies would choose to locate in the eastern part of the county. Questions asked:
- Why would companies choose to locate in the eastern part of the County? Most companies like to be located with other companies in their fields.
- Would there be incentives?
- If they were going to locate there, why wouldn't they move to Dulles or BWI to be closer to an airport?
- It has taken a long time for the I-270 area to become established, The I-270 corridor concentration with its knowledge-based economy and a cultural mass of like companies is nationally recognized. Why move it?

Discussion of Scenarios: Techway

- Airports are important to tech businesses. This discussion noted the disappointment that there is not an east/west throughway, our members need an alternate to the present beltway to get to and from BWI and Dulles. As we developed our airports, we never developed a way to get there efficiently and easily, at least from the I-270 Corridor.
- The discussion noted that they don't see the value of the Techway as it is depicted on the map in the scenario. The concern is that this will widen neighborhood roads and disrupt neighborhoods in Potomac. We don't know enough yet to have an informed opinion about the Techway or its location. This scenario will create the same divisiveness that the Wolf Study Map did in raising the "NIMBY" resistance to even a study.
- The question was raised as to why couldn't you put a limited access highway, that doesn't have entrances and exits along the way, through the agricultural reserve. There is a lot of land in the reserve and a minute percentage would be affected. Would a limited access road ruin the open space concept? After all, tax payers' money reserved it, so why not let them enjoy it visually? We should have a limited access highway instead

of muddling up more rural and neighborhood roads as the scenario suggests

- As for the agricultural preserve being vital in recruiting tech companies, TCM has never known a company to come here because of it.
- There is a lot of new technology in road building – we should be looking at new technology to address some of the concerns – such as environmental, wetlands, etc
- By not putting Techway on your map, the committee is creating a self-fulfilling prophecy that it would not even be considered.

Discussion of Scenarios: Costs and Financing

- There are other ways to put together financing for transportation, if there is the political will. We've spent proportionally a small amount on transportation compared to our growth. We could look to ways to overcome this situation. Also, we should look at private/public partnerships for funding the Techway. Currently private/partnership for road construction is not allowed in Maryland.

Discussion of Scenarios: Land Use

- We continue to allow large residential tracts to be developed but do not include infrastructure for roadways/transportation. There should be a policy to integrate planning, implementation, development and construction of roadways/transportation into the planning and approval process.
- The transit scenarios are counting on land use changes to solve problems, but there are way too many other variables in people's lives, quality of life, family, children and school. People have career opportunities and will change jobs. Work is only a part of their lives.

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Dyan Brasington, Tech Council of Maryland
Lori Golino, Social and Scientific
Kathy Manning, Tech Council of Maryland
Mark Streger, Tech Council of Maryland
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Transportation Policy Task Force

Round 2 Focus Group Transportation Services Providers September 28, 2001

The Transportation Services Providers Focus Group had ten participants. The conversation focused primarily on better circulation within the County and region.

Discussion of Scenarios: General Comments

- Do we have to choose one scenario? The scenarios should be combinations. Do the scenarios build on each other?
- Need to look at some sort of access into Virginia. Either Scenario a or b. If “Techway-light” is built that far west will induce more car traffic. It would be better to widen Beltway.
- Impact of Metro – some corridors are clogged up. Need to find missing links – most effective transit links – east and west connections. Need to concentrate population– until transit makes sense people aren’t going to use it.

Discussion of Scenarios: Roads

- Why is the ICC part of the scenarios if we can’t get it permitted?
- East West Roadways on scenario B are most important. Transit doesn’t do much for transportation to schools. Like to see 108 improved. Needs to be in both scenarios.
- What happened to the Outer Beltway? Is that dead? We need to look at that as well as the 3rd ring? If we connect with I-95 and Northern VA it reduces traffic on 495 and we wouldn’t have to widen 495. Might solve commercial traffic.
- River Crossing – believe it is necessary to have an additional crossing. If County enforces zoning regulations – we could maintain agricultural nature of that portion of the County. It is a natural place for that crossing. Question whether it should be a parkway or have more egress and ingress.

- Although prefer Purple Line as a crossing, any road that crosses should make sense and connect to a major road in Virginia. Virginia is in favor of a crossing and would meet that demand.
- In favor of both Purple Line and bridge.
- The school system has 1,100 buses and I get 500 phone calls a day complaining about late buses. If major roads back up, buses can't get into neighborhoods and can't get to schools. Muncaster Mill has to be fixed.
- Widening 108, Muncaster Mill – lessen safety risk, improve time. Many accidents on that road – dangerous. It is a country road with no place to get out of the road. Need to be widened as developed occurs.
- Not enough east/west connections. Can't get the folks from Olney to Rockville.

Discussion of Scenarios: HOV

- Widening roads and HOV lanes – the Beltway is impossible from an enforcement standpoint now, it is very difficult and risky because of speeds, congestion, size. If you are widening it – where do you do enforcement? Where do you handle vehicles that break down? Nowhere to go. Enforcement is impossible for commercial vehicles – no place on the Beltway or 270 to do enforcement of commercial vehicle. It's a “go-through” zone.
- From a transit perspective, I like the concentration on HOV – the more roads you build the more people use roads. Like the emphasis on using HOV as we are building roads.
- Awful lot of public comment, mostly negative, about HOV. Not many people use it. Has anyone looked at alternatives to HOV? Such as a “truck-only” lane.

Discussion of Scenarios: Transit

- 70% of our work force resides and works here – not sure how that impacts here. If we can provide transit between work and job centers we will solve a couple of problems. Reduce traffic.
- We need the Purple Line, i.e. access into Virginia, North Bethesda transit from Grosvenor to Rock Spring Park.
- We need to somehow improve the ability to get to Metro without using a car. Force people onto a bus to get to Metro. But some people won't make

two connections. Need more Park and Rides. Ways to get people to central meeting places.

- Giving other options to employees – a convenient transit system that is actually appealing.
- Interest in moving away from suburban lifestyle – would like to not do a lot of driving.

Discussion of Scenarios: What is Missing?

- Nothing mentioned about Rt. 108, which is a major connection to Howard County? I definitely do think that it is important.
- Trails – neither scenario mentions trails. Trails can provide alternatives for some commuting, especially into DC. The Crescent Trail has proved to be a viable alternative.

Comments on Safety and Emergencies

- At any point – did any one look at emergency response routes. Emergency response routes corridors need to be examined.
- Emergency Services – the emphasis on the roads provides access for emergency services to the population areas. We can't load up a fire truck on a transit system. We need access to the communities and it only comes through adequate roads – if they are parking lots we can't get through. No access we can't get there.
- Only one way out of Laytonsville with a lot of growth in the area. You cannot get to Olney.
- Police: September 11th tragedy, the transit system is one of the primary targets. Because of panic and it is in urban areas.
- Goals – mention improve pedestrian and traffic safety but not improving community safety in general. Highways were for Defense and Safety. We can't evacuate large amounts of people on transit.
- How the road system performs now? Tremendous number of accidents -- 50,000 accidents per year in Montgomery and Prince George's Counties.
- Have to get to injuries quickly – ingress and egress. We must be on the scene in 4 minutes in case of heart attack. A response goal is within 4 minutes. Fire scenario – must get large apparatus on the scene within 8

minutes. The road structure is not performing adequately right now. Severely compromised during 3 rush hours.

Comments on School Transportation Issues

- 20% of the kids are going to be driven to school while parents are on their way to work. 50 cars coming into Seven Locks Elementary with parents dropping off kids. Mommies in minivans
- Need to raise driving age to 17.
- Critical policy issue – with parents dropping off – then adequate service is critical.
- Long term impacts – if kids have a positive experience using transit – focusing on school trip. Need to make more of a focus on it.

Observations on Market Forces, Consumers and Citizens

- Transit options – if there are no time savings, people will not take it. It is not a cost issues – Is an interest in more dense housing – in moving away from suburban lifestyle.
- I disagree – my children have no desire to live in an urban environment. They want to move further out where it will be harder to commute to work. High density around transit is not going to solve problem. There is an increase in young families – neighborhoods turning over to young families. Rockville's neighborhoods are now turning over. See more demand for suburban living with an efficient way to commute.
- Bethesda – urban lifestyle has increased. Older family has to go somewhere, doesn't need a large house. Might choose to go into a more urban area?
- What are the demographics of those living near metro?
- Cameron Hill – valued doubled. Mixed – singles, families, empty nesters. Housing choices are different. King farm – people choosing to live there with higher density with transit options.
- Bethesda – some long time residents are unhappy with urbanization while others are happy.
- Must duplicate high-end experience of Metro in order to make the choice of taking bus.

- If you want to see where to put a trail see where people walk. Use the same philosophy in planning transportation.

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Lt. Skip Lanham, Montgomery County Police department
Lt. Ron Pierce, M-NCPPC Park Police
Steve Raucher, Director, Transportation, Montgomery Public Schools
Peggy Schwartz, Director, North Bethesda Transportation Management District
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Transportation Policy Task Force

Round 2 Focus Group Trucking Focus Group October 3, 2001

The Trucking Focus Group had seven participants. The conversation was spirited and the general consensus was that there needed to be a balance between more transit and roads.

Discussion of Scenarios: General Comments

- The need for more transportation options exists, the means aren't in place.
- East/West transit a good idea – needs to be faster, easier or more convenient than the roads. Which would leave us more room on the roads.

Discussion of Scenarios: East /West Connections

- People (trucks, cars) want to get cross-County, just building the portion of the ICC from I-95 to 29 doesn't make sense. Doesn't solve any problem, just creates a new one.
- ICC should have been built 20 years ago. Norbeck and Gude are parking lots during rush hour because they are cross county connectors.
- Bridge? Build it wider – not 4 lanes. Need another river crossing. No good alternative. Trying to get some place on time and keep costs down.
- Need to get across the County. Either widen lanes or build more – we'll out grow any of them.
- Widening 108 – Outer-Beltway – short sided when it was thought about in 1953. it should be further out.

Discussion of Scenarios: HOV Lanes

- Allow trucks to pay to use HOV fast lanes. "HOT" (High Occupancy Toll) lanes have been proposed and experimented with in several places in the country. Perhaps trucks could use HOT lanes with a "Smart Tag" system. (One suggestion made years ago was that trucks use only right hand lane, but this was a disaster).

- HOV lanes make sense.

Discussion of Scenarios: Transit

- Metro? It was opened ½ hour for a short time after September 11th. What was the ridership? Maybe Metro should be looking at something like that. Counties / region could subsidize. How much did their ridership go up?
- Commuter lots need to have good lighting – Metro buses going further out.

Comments on Needs of Workers and Employers

- Workers have staggered hours – public transportation or carpools are not a possibility.
- Reach out to companies and have transit match shifts.
- Office movers - we move Friday night and Saturdays, but Metro rail stops, our workers have to get home. We've ended up renting vans to drive workers from Eastern Montgomery County. Need to send vans to pick people up – they don't have public transportation. A 24 hour public transportation would help.
- Employers now have matching funds for transit for employees– take it down to free.

Observations on Market Forces, Consumers and Citizens

- We must continue to explore transit needs even as we build new roads because no matter how hard we try to prevent it, congestion is going to increase. Congestion will increase whether we build new roads or not. We need to plan ahead and reassess as we go.
- New roads open up access and people, businesses, government, etc. will follow.
- We're like fish; we grow to the size of our container. There will be continuing needs to get around the county.
- Problem with Smart Growth – concept is good – live and work where you live, but workforce cannot afford to move closer to work. Need infrastructure transit system to get people out of cars. As soon as roads are built – boom, they are full. The I-270 concept was good, just not complete. We under build roads. Pay me now or pay me later scenario.

- Eliminating cars on the road will help everyone. If can cut commutes down transit would be feasible for a lot of people.
- Change mindset – such as a free ride one day a week. See what the cost would be. Survey. Ask people what they thought. Balance what the costs to business to savings. No way to get to recreational activities except by car.
- In France, if you live adjacent to a nuclear plant you can have lifetime free energy. The rate is also reduced if you live nearby. Can we do the same thing with businesses/ transit? If you locate near transit – or give a credit for each employee who uses it. Give the business an incentive.
- Property should have a lower tax rate if you are on a major road.
- Real estate is more valuable close to Metro – need tax incentive for business too.

Comment on Emergencies

- Since September 11, has anyone thought about mass evacuation?

PARTICIPANTS

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Gene Hannah, Warehouse Chief, Montgomery County Liquor Control

Charles Jones, Driving Instructor, United States Postal Service

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Transportation Policy Task Force

Round 2 Focus Group Women and Families Focus Group October 3, 2001

The Women and Families Focus Group had 8 participants. The discussion primarily focused on public transportation.

Comments made by the members of the group are listed below.

Discussion of Scenarios: Roads

- Our whole orientation is toward the car. The county is built that way. It takes a major shift to get people back. Can't do it overnight. County needs to think about putting services where people are. Bikepaths.
- Far behind in developing the roads that once were on the books. It will take 20 years to build these "ideal world" ideas. Frustrated because can't get to BWI, Baltimore without using 495 and I95.
- The Beltway is being used for everything. Got to be some sort of bypass. Just do something. Do either by-pass. A lot of traffic and trucks would not have to use the beltway. No options now, must use the Beltway – trying to stop cut through traffic. Lack of alternatives.
- The County's Department of Transportation has not built roads – as long as consider one roadway at a time, one road at a time is stopped, gotten no where in 20 years.
- Montgomery County has had growth in people and jobs but not infrastructure.

Discussion of Scenarios: Transit

- It would cost more and take more time on Metro – a direct road would be more beneficial. If we can get people off roads for shorter distances, to get off the Beltway, it would take me less time. Is there a study out there?
- Would the busways be dedicated? Otherwise they would be stuck in traffic. How do you get from bus to street? Where would you have a dedicated busway?

- Buses do not run on Saturday – also a planning issue where we put services. The new child welfare center, Health and Human Services on Picard Drive. Task Force should recommend that County Services placed where buses are --- plan where you locate facilities, or on demand buses. Especially with small children.
- Facilities where they can be reached with mass transit. Airports – equidistant from 3. Only National is accessed by Metro. So frustrating not to have access to major airport. Love to have a subway to Dulles.
- It is possible to get to airport by transit, must take a shuttle. The information about this is not well publicized. Little things like clear, publicized schedules, if the bus stops were shoveled out in the winter, other little things.
- Placement and location of government and county services that provide for people of low income must be located within walking distance of a transit site. Or if the center could have buses (and on Saturday).
- Places that need to serve a large number of people need to be served by public transportation.
- Better info about connections.
- Better connections about airport.
- Issue of transportation and low income – bus solution.

Observations on Consumer Choice/Transit

- Being in the habit of public transportation is our problem. Get kids in the habit of public transportation.
- People use public transportation in Europe. We don't have a public transportation mentality. Without that mentality, people are lost in the shuffle. Buses don't run on Saturday. Can't get to work center in Wheaton – can't get jobs, can't get to training. Where can one go to find a bus. No concept of moving people who don't have cars. Our children think they have to drive when they are 16. We're building more roads, but we need better transit. We can not afford more roads. How can we get a set up that allows people to get from here to there without a car?
- Costs – if public transportation costs too much then people won't do it. Can't meet times. Need flexibility and convenience of car.
- Effort to encourage public transportation cheaper?

Comments on Housing Issues

- Housing is very expensive – (land is expensive around a Metro). Should you be targeting where you want the development? Target how you develop around the Metro centers, where there is more need for development.
- Would not be opposed to more density around Metro except the things that we need we can't get to – hardware, no cohesiveness in the development. Can't just dump in the density without the services. Needs to be a package.

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Marjorie Ackerman, Executive Director, Life Skills Workshop

Linna Barnes, Montgomery County Council of PTA's

Patricia Plunkett, Network for Children/League of Women Voters

Nancy K. Schneider, League of Women Voters

Alice Yang Yeh, Director, Human Resources, Peace Technology, Inc.

TASK FORCE MEMBERS PRESENT

Janyce Hedetniemi

Natalie Goldberg

Luella Mast

Stan Schiff

STAFF PRESENT

Melissa Cuñha Banach

Roselle George

Michael Asante

Ron Cashion

COMMUNITY WORKSHOP REPORTS

Results of Survey Distributed at Transportation Policy Task Force Community Workshops

The Transportation Policy Task Force held a series of six community workshops in different areas of Montgomery County in October 2001. At the workshops, presentations were made on two scenarios -- combinations of road and transit facilities and land use policies that represent different approaches to meeting Montgomery County's needs. These were named the "Road-Emphasis" and "Transit-Emphasis" scenarios.

Following presentations and discussion, participants were asked to complete a questionnaire that sought their opinions on these scenarios. The results from each of the community workshops are attached. The reader should note that while the results from the survey were very helpful to the Task Force, they reflect the views of participants who chose to attend and do not represent a statistically reliable sample of Montgomery County residents.

SUMMARY

Summary of Preferences from All Questionnaires

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	125	257	21
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	135	250	25
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	140	230	33
How this scenario adheres to projected land use patterns	92	264	29
How this scenario approaches transit	88	300	13

How this scenario approaches congestion relief	99	300	7
How this scenario protects the environment	69	311	13
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	147	247	17
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	110	296	13
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	295	78	39

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	299	92	15
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	279	106	17
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	294	86	22
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	320	74	18
How this scenario approaches additional roads and road improvements	228	148	14
How this scenario approaches congestion relief	282	106	6

How this scenario protects the environment	317	65	9
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	361	35	17
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	242	133	24

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	199	139	25	33
I support using tolls on new roads to pay for them.	109	118	61	118
I support a sales tax increase to fund transportation improvements.	69	93	82	154
I support a gas tax increase to fund transportation improvements.	150	96	44	115

Transportation Policy Task Force

Round 2 Community Workshop

Bethesda, Marriott Corporate Headquarters

October 1, 2001

More than 90 people attended the Community Workshop held in the Greenhouse Cafeteria at Marriott Corporate Headquarters. Seventy-seven filled out questionnaires. About 23% of those who indicated their addresses on the questionnaires at this workshop were from Darnestown. Other communities with significant representation included Bethesda, Potomac, and Silver Spring.

Feedback from participants was received through a questionnaire and the results are reported below. In the first section, we report on the comments that were received¹. The second section reports on the preference questions.

Comments on Both Scenarios

- Destroying the best part of Montgomery County's land is a sin and not aimed to achieve anything. Preserve our neighborhoods.
- Build a balance of roads, bridges and transit.
- Why doesn't Montgomery County Planning lead us to reduce ozone-causing emissions that lead to Chesapeake Bay nutrient pollution? Shouldn't Montgomery County make our transportation planning reflect a sense of sharing responsibility on this very serious health concern. Why can't we change the highway first approach and move in a direction that will move people with mass transit and reduce ozone levels that are dangerous to human health and the environment. That way we can use the Federal dollars that will be available for transportation.
- Both attempts are timid and do not come close to providing a transportation system that meets Goal 1. We need a transportation grid that moves traffic east/west across the region. Such a grid would relieve the Beltway and I-270. Access to BWI Airport has not been addressed in either scenario.
- Please consider our need to get to BWI and Dulles in a timely manner (especially since National may be closed).

¹ Personal comments are not included.

- “Induced travel” on new lanes becomes induced development, so we cannot build ourselves out of this. Please focus on better buses, expanded Metro – but do include east-west and north-south to BWI and Dulles.
- We need to look harder at balancing locations of jobs and housing – developing jobs in parts of the County (White Oak, Takoma Park, Langley Park) where there are denser populations. Let’s not pave our existing green space in the northern part of the County. We should not sacrifice our quality of life and 35-40 years of master planning for such a minimal reduction of traffic on the American Legion Bridge.
- Strict adherence to proposed Master Plan.
- Development in Montgomery County should be limited by economic disincentives. Preservation of the environment and our communities should come first. Government should not subsidize people who voluntarily choose to live distant from jobs and services. Building new roads and transit is a terrible idea. Congestion can be a useful brake on growth. My main objection to the work of the TPR is that transportation policy cannot be looked at in isolation. Ways to change commuter behavior are more cost effective and less environmentally damaging than roads and transit – telecommuting incentives, tax penalties on commuters, etc. I would like to receive a copy of the final report.
- Missing from both scenarios is an overarching environmental vision. Montgomery County is the only county in Maryland where the percentage of urbanized land is greater than the percentage of land cover – urbanized (43%) forest cover (25%). For this reason, I am opposed to ALL the road proposals in the “Road” scenario, and 4 road components of the transit scenario – eastern end of the ICC, 28/198 connect or between Georgia and Route 29, FDA access road, and the Mid-County Highway. Impoverishing our environment not accounting for the loss of this natural capital and all its biological functions, is akin to valuing our forests, wetlands, floodplains, and streams at zero.
- We need to be switching out of oil – as 9/11 has so clearly demonstrated – not building more roads and encouraging more cars.
- Bottom line: Economy is a subset of the environment, and a healthy environment is the foundation of a strong economy. This is what has made Montgomery County a quality place to live and work.
- The goal, I believe, is to reduce congestion and reduce commuting time by reducing overall car*miles in the whole MD/VA/DC region. This can be

accomplished, hopefully, by vastly improved public transportation system, discourage car use, improve roads, prevent sprawl, tax gas-guzzlers.

- We should improve transportation within Maryland fully long before we destroy (non-existent right-of-way) a large swath of neighborhoods, houses and environmental areas for the sake of Virginia's problems.
- Busways and express bus services favored over fixed rail transit. However, investment is required for more frequent service, route flexibility, and as high a capacity as light rail. Can use non-polluting fuel technology.
- Both scenarios are woefully inadequate in addressing the transportation needs of the future, impact on the environment, moving people effectively and efficiently, and effective use of resources. This planning is not of the future but stuck in the present. I would like to see suggestions from recognized planners who can look realistically toward future modes of transportation and plan for them now.

Comments on "Transit Emphasis" Scenario

- I strongly support the transit-balanced land use scenario because of balancing jobs and housing and giving more commuter options.
- Metro needs to be built aggressively. Added lines, more stations, low or no cost parking at Metro stations to lure drivers out of their cars.
- I support transit subsidies.
- Purple line does not provide any parking. Single track of trolley will not provide adequate service bridge over Potomac. Must be built as soon as possible.
- I'm for monorails and higher altitude construction that does not destroy the environment and demand the cutting of trees and widening of roads.
- To encourage more use of mass transit; a less expensive price needs to be charged. Perhaps free parking and lower rates.
- I would like to see light rail happening soon! Let's just do it. Raise driving age to 18 years. This will eliminate high school students congesting roads.
- Prefer transit scenarios. Do not want another bridge.
- Please publicize the fact that new transit does attract substantial users, even if the roads remain congested.

- I think transit-based transportation is in the best interest for the greater DC region.

Comments on the "Road Emphasis" Scenario

- The road option is inconsistent with the long term planning for the Potomac Subregion, adverse to the environment, produces sprawl and is inconsistent with Smart Growth.
- The small increase in car commuting speed isn't worth the community and environmental impacts.
- Every time you widen a road, you make it more difficult for pedestrians. Behavioral approach – psychological – what will get people to take transit, etc.
- The road alternative will destroy the environment, increase congestion, and lead to more development in Montgomery County. The bridge across the Potomac is completely unjustifiable, getting people from Dulles to BWI is ridiculous, and calculated only to lead to more development in the County. The ICC should never be built – that means all parts of the ICC!
- The idea is to move people – not cars. Building more roads will lead to loss of forests, and more sprawl, and imperious surfaces would have tremendous negative impacts on – clean air, clean water, biodiversity, quality of life.
- The roads scenario is awful. The transit scenario is the lesser of two evils.
- Road Scenario B decidedly unfriendly to the environment!
- The Master Plan for the Potomac Sub-Region is being assaulted by the Roads Scenario. If the Task Force is interested in preserving livability of the neighborhoods, it will not be done via the Roads Scenario. In fact, it will do quite the opposite, and destroy quality of life in the northern reaches of Montgomery County.
- As a resident of Western Montgomery County to propose additional roads to alleviate traffic, to me, is laughable. The old saying “If you build it they will come” comes to mind. What happens to quality of life and where do we go to enjoy that. We choose to commute to Tyson’s because of the Quality of Life issue. It frightens me to see that there are those who feel an American family is easy to displace.
- I am not for building/constructing new roads.

- I am totally against ALL road building!!!
- Question about clarification on widening of Rt. 118 was not responded to correctly. Rt. 118 is not scheduled to be widened; nor River Road as it is being proposed by Scenario 1. This should be clearly outlined on the differences. The only difference noted is widening of River Road. This masks the true change being driven by Scenario I. Montgomery County is a beautiful place; lets keep it beautiful and vital and growing – we can, with a transit option.
- I believe more roads will lead to increased traffic. We need to provide incentives to mass transit and telecommuting.
- The road scenario does not take into account that children have to drive cars because there are no reliable buses and trains. This increases living costs (cost of owning cars, insurance, gas, etc.)
- Road emphasis scenario has as its cornerstone building the ICC. The ICC (Master Plan) has been twice rejected by Federal Agencies. It will not be allowed by these Federal Agencies and thus, the roads scenario is therefore dead before it starts.
- I want alternatives to the beltway to get to BWI and Dulles – alternatives that take into account increased traffic in the future.
- The Road scenario does not protect the environment (nor does it meet the environmental goal of the Task Force.) (Goal 3) This scenario relies on outmoded, old fashioned thinking and the same ideas which got us into the congestion mess we have now. Induced traffic will quickly make newly expanded roads obsolete.
- Important details (somewhat controversial) were glossed over in the "roads" presentation. Example – just what we are providing to the Northern Virginia area and Dulles Airport (18 wheelers through rural Montgomery County). Need lots more explanation for environmental impacts as well.
- Drop major road expansions, including the ICC segments.

Comments on the Potomac River Crossing and the Techway

- I feel the bridge connection between Virginia and Maryland will invite additional traffic through Montgomery County. Once the bridge is built, it will then be easy to widen to accommodate the increase of traffic that the bridge will bring. Perhaps a more sophisticated transit system around the beltway would truly reduce that traffic flow without damaging the integrity of the county.

- In-depth consideration of widening (retrofit) of Rt. 15 crossing at Point of Rocks!
- Bridge crossing does very little to relieve congestion. No consensus and much animosity with TPR members. The pro road emphasis side of the TPR is stronger, better represented and more articulate. The road emphasis would cause suburban sprawl, which would cause increased traffic.
- Look at a crossing on the Potomac west of Seneca Creek to 28 then to 118 to 270.
- I cannot believe that the intelligent men and women on the TPR Task Force actually think that a “low tech” bridge across the Potomac fed by 4-lane local roads will carry enough traffic to make a difference; therefore I want to know what the Scenario A proponents really envision for Darnestown!

Comments on Other Facilities in Scenarios

- As a first-rate county, we need both highways (ICC & Montrose) and transit inner and outer rail, I-270 transit way, US 29 transit way and transit in Potomac Power line.
- Add a transit way to Montrose Parkway and ICC.
- Add BRT “Bus Rapid Transit” on Beltway, I-270 and ICC (Submitted information on “Bus Rapid Transit” on Beltway * I-270 & ICC with questionnaire.)

Comments on Financing

- Federal taxes are needed. State taxes are kept inadequate by the threat of competition from nearby states.
- Get Federal and State Highway funds.
- Too much funding to schools. Build roads not schools.
- I do not want to finance new roads that will impact the quality of life in Montgomery County so that people from Virginia will be accommodated by the new roads in Maryland.
- Maryland toll authority could fund a cross county parkway in the Master Plan alignment.
- Gas tax for roads; other tax for transit.

- We need more revenue for transportation.

Comments on Modeling

- Model the transit-scenario with a full array of TDM, community design and other measures that enhance the performance of transit and transit-oriented development.
- Please model a scenario with the top 5 road and transit options – move from the either/or approach of 2 scenarios.
- The “model” is so critical to the study results – it would be helpful to have a better understanding of how it works, what the underlying assumptions are, the statistical sensitivity of the model to changes in the parameter, etc., etc.
- It is unclear how well traffic modeling software can predict future traffic patterns and numbers.
- If fossil fuels supplies decline (studies suggest they will) costs will escalate, probably greater than a straight-line trend suggests.
- Model all scenarios for energy consumption and air pollutant omissions, including greenhouse gas omission. Convert to human exposure.

Comments on Housing and Growth

- It makes no sense to attempt to solve today’s congestion without placing some restraint on housing growth. If we build more roads and bridges without controlling growth, we will just end up with more congested road and bridges.
- Must we have a 160,000 increase in housing units? Restraint of population increases is critical. Also, the construction of high-rise rental, condo and coop buildings near transit stations should be given serious consideration and encouragement. (More population in a smaller space, close enough to public transportation to walk or use very little road or street capacity.)
- I think building of housing developments needs to be controlled. The “Willows” should never have been built by the quarry. And what about the new development in Clarksburg. We have enough taxes on gas.

Comments on Task Force and the Process

- I appreciate all the time (blood, sweat and tears) that the members have given to this Task Force. I am saddened to witness the obvious contention between Task Force members that may reflect the future pain in reaching

solutions. Please continue to protect the Agricultural Reserve. Thank You! I would like to receive a copy of the final report.

- I have serious concerns this Task Force is slanted in favor of more roads from the start in terms of who serves on this body and their persuasions on roads and land use before the discussions ever began. People who are more concerned about preserving the environment and the upper agric reserve and who favor light rail are not adequately represented on this Task Force.
- Thanks for the hard work.
- The TPR Task Force is composed of members who support new roads as a solution to traffic congestion. This comment is based on analyzing their (TPR members) applications and attending TPR meetings. This is apparent by the number of business and special interest organizations TPR members represent. I oppose the fact that paid lobbyists dominate the TPR Task Force.
- It is most important that the Task Force work to a compromise. Two reports will be a failure for the TPR and citizen involvement in Transportation Planning.
- Inadequate representation from Montgomery County citizens; serves business interests.
- Lack of plan to incorporate public input along with environmental impacts into decision making.
- I have concerns that the majority of the Task Force does not represent the common citizens. There are too many corporate representatives including some that are paid lobbyists for roads. Too many of the folks chosen are pro road. This has led to a biased result. Although there is a MOE component that addresses environmental concerns, I would like to see the environment be the base for which all decisions are made. After all, the economy is just a subset of the natural environment. I am very disappointed that the Task Force was not allowed to really question rates of growth. Perhaps the Annual Growth Policy will be able to address this issue further.
- Task Force did not schedule a town meeting in Darnestown.
- The Task Force needs to get more input from a majority of county citizens. This should be a decision made by the citizens of the county. Not just a few people who are able to attend some meetings around the County.
- Task Force members should be residents of Montgomery County. Any Task Force members who are not, should be removed. Task Force members who

are residents of Montgomery County would be more sensitive to county residents' concerns than non-residents. POWER TO THE PEOPLE!!

- I question the make-up and backgrounds of the TPR Task Force. What weight does the TPR recommendation carry? What's the process? Does the County/State have to accept/fund them?
- Not sufficient representation of public interest.
- I would like to see more of the results of the TPR on the internet so that many people can view the results.

General Comments

- Communities that are within a few blocks of downtown business districts (Bethesda, Silver Spring, etc.) must accept cut-through traffic 24 hours a day. No exceptions.
- It seems that Montgomery County has surrendered all business development to Northern Virginia. The way to reduce American Legion Bridge congestion is to increase local jobs in Montgomery County. If businesses continue to move to Northern Virginia, Montgomery County residents will pay an increased share of the local taxes, because there will be no businesses paying taxes. Northern Virginia will not have to fund new schools, fire stations, police stations, etc.
- Please build sound walls for residents near these expanded highways.

Bethesda, Marriott Headquarters, October 1

Summary of Preferences from Questionnaire

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	20	43	2
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	19	46	6
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	19	42	5
How this scenario adheres to projected land use patterns	17	46	2
How this scenario approaches transit	13	50	1
How this scenario approaches congestion relief	18	51	0
How this scenario protects the environment	14	53	0
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	23	45	3
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	17	49	2
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	41	19	8

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	48	21	0
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	48	16	1
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	51	14	1
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	55	14	1
How this scenario approaches additional roads and road improvements	43	24	2
How this scenario approaches congestion relief	45	18	0
How this scenario protects the environment	55	11	2
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	60	9	1
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	40	23	2

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	31	22	6	7
I support using tolls on new roads to pay for them.	23	12	11	21
I support a sales tax increase to fund transportation improvements.	15	14	12	25
I support a gas tax increase to fund transportation improvements.	27	15	4	20

Transportation Policy Task Force

Round 2 Community Workshop

Roberto Clemente Middle School, Germantown

October 2, 2001

More than 77 people attended this Community Workshop held in the cafeteria of Roberto Clemente Middle School, Germantown. Almost 31% of participants indicated their addresses on the questionnaires at this workshop were from Darnestown. Other communities with significant representation were Germantown, Potomac, and Poolesville.

Feedback from participants was received through a questionnaire and the results are reported below. In the first section, we report on the comments that were received.² The second section reports on the preference questions.

Comments on Both Scenarios

- With only some exceptions, improved or increased transportation facilities will reach capacity and beyond, leaving us with the same problems we sought to solve. This is because improved transportation will be accompanied by land use development. While attempts to preserve open space and agriculture address this consideration, our ability to do so adequately is still very limited. Until we can more effectively control and direct land use development, transportation improvements by themselves remain somewhat futile.
- My concern is that building more roads will bring more traffic. I see the transit scenario as a refreshing change. We've got to approach traffic in a new way. Focus of the Work Force is only on Montgomery County, with no collaboration with other cities. How can a regional problem be solved in a bubble? I-495 is a regional problem and Counties should explore collaboration to improve life for every one.
- Too little discussion of impact on neighborhoods, environment, existing park and farmland.
- I strongly recommend removing M-83 from both transit and road scenarios. It is too close to existing I-270 and MD355. It will destroy South Valley Park ball fields in Montgomery Village, gridlock Montgomery Village Watkins Mill Road with 4 schools, a new intersection on I-270 and a new Parklands development

² Personal comments are not included.

allowed because of the I-270 intersection. Montgomery Village is not contributing to the over development in Rockville, Gaithersburg, and Germantown but it is being destroyed by it.

- No mention of induced traffic effect of either scenario.
- Current infrastructure needs to be improved, i.e. widen Clopper Road. However, the real issues involve getting vehicles off the road. This would require improved and convenient mass transit. Extend subway, create light rail, expand MARC rail for example.
- Need new vision on how to move people.

Comments on “Transit Emphasis” Scenario

- I’m very supportive of increased bike paths and bus services. With increased bus service, there should also be aggressive attempts to increase rider-ship through incentives, etc.
- Bike paths could be created Now! Thanks.
- Montgomery County buses will not come down “no outlet” or dead-end streets. It will force our children to wait on highways with greater traffic and speeds for their buses.
- Transit Scenario is a failure, environmentally. Why put M-83, a six-lane highway (which was already rejected by all the environmental agencies in the eighties) to ease congestion on 355, a continuous shopping mall! Also why is the Brink Road (M-115) – Wingston - Snouffer School – Muncaster Mill Road widening alignment not being considered as an alternative to M-83? This has long been endorsed by the Montgomery Village Foundation (36,000 Population) and other groups as an environmentally safe alternative.
- Transit is better for the future as more telecommuting and increased transportation costs will lead to increased desirability to utilize mass transit.
- I really like the transit plan improving flow from the west to the east
- The potential of increased density at the Metro centers to develop urban cultures, like downtown Bethesda is exciting and increases the variety of housing/living experiences in the county.
- Increase MARC Train, Metro, mass transit and development of more city centers; example Kentlands.

- The transit approach is more consistent with the long-range plans for growth and density for the County (as indicated and documented in the Master Plan).
- The Transit proposal has some viable and useful ideas.
- More light rail
- More mass transit connection to rail
- More alternative work situations with incentives to businesses to implement them.
- Control where housing is developed and use transit to accommodate it. Force use of transit by controlling housing development and new highways.
- Development continues unabated. Congestion occurs because of the volume of multi-residential housing. Until you reduce this aspect of “quantity living”, you just perpetuate the crowded conditions. Mass transit is the answer.
- I only support these forums for improvements in mass transport/transit, not for unnecessary roadways.
- Transit approach seems to be the only long-term solution.
- Stop pouring our tax money into roads. Enough is enough.
- I prefer transit scenario
- I do want light rail, additional parking spaces at Metro, expanded train and bus service
- Why is the Germantown light rail not linked directly to Metro?
- We need more parking at Metro today.
- Mass transit is the preferred option as seen from its success in cities like Chicago, etc. It is environmentally friendly, safer, and economical in the long term.
- Extension of Red Line (further than Metropolitan Grove)
- Transit Scenario is better way to go: preserves environment, improves mobility and livability.
- Support Inner Purple Line (Underground)

- Extend heavy rail to Clarksburg. Stop subsidizing businesses in outlying areas.

Comments on the “Road Emphasis” Scenario

- Please do not put a road through my house.
- The more roads you build, the more it fills up
- The Master Plan for the Potomac sub region clearly states 2 lane roads cannot be expanded. It also retains the environmental integrity of the C & O area, wetlands, rustic roads, green wedge, etc. Another crossing will destroy the agricultural/rural atmosphere and will adversely effect the environment.
- Many of the roads coming off from Seneca Road/River Road (which are proposed to be widened) are “no outlet streets”. Widening the roads will make it extremely difficult to safely exit our neighborhood.
- Only 8-9% of workers in Virginia live in Montgomery County and vice versa. Widening these roads and building a second crossing does not achieve high benefit or reduce congestion.
- Scenario A does not improve mobility, certainly does not “enhance livability” in our neighborhoods.
- Road Scenario is possibly environmentally destructive. Also roads belong to the twentieth century, not the twenty-first.
- Roads do not solve congestion problems – look at the history of New York bridges to relieve congestion as well as Los Angeles to be convinced.
- There is a huge disconnect between representing existing constituency and truly planning for managed growth. The answer cannot be a blind assumption that increased roadways equals decreased congestion.
- I am terribly opposed to Scenario A. As a resident of Springfield Road, I am afraid for my children’s safety with Seneca Road. We are on a dead-end street! How do the children get the bus as the county does not allow buses to go down dead-end roads. Our community would be destroyed. We chose to live in Darnestown because it is rural and isolated. Please, Please do not do this.
- Trucks would pollute our air and endanger us and our children.
- If you intend to “enhance livability in our neighborhoods” do not expand Rt. 118 (Germantown Road) at 28. If you continue south at this intersection, you

will find a well-established beautiful family-oriented neighborhood that will be severely impacted. It is Spring Meadows. Please do not do this!

- Why is Montgomery County considering road “improvements” to Virginia when Virginia is not offering improvements that we could benefit from (the increased exit lanes to Dulles Access Road)
- Road widening will bring more travel through neighborhoods from more than within Montgomery County. Travelers will use these “secondary” arteries to avoid back-ups on 270 and 495 and bring congestion in neighborhoods instead of highways.
- The road emphasis scenario is inconsistent with the long term plans for the County (as documented in the Master Plan)
- Increased traffic will increase pollution – to an area that is already at a “serious” level
- The roads scenario would take us into the same kind of congestion that we have now. I-270 was widened and filled up in a few years. Why would the County follow the same pattern of roads that hasn’t worked? We want new ideas: Transit and land use.
- It is clear that the Task Force has made a considerable effort to propose potential solutions. Thank you for your efforts. What is important is that the solutions don’t create problems that are worse than the problems that are fixed. The roads solution will lower the quality of life of Western Montgomery County, and violate the Master Plan which thousands of residents have relied upon to build their life. It will create further pollution, will damage the priceless C & O Canal park, will disrupt whole communities, and may very well cause loss of jobs to Northern Virginia. Our family strongly opposes these proposals.
- I am very concerned that the Roads Scenario creates more problems and doesn’t resolve the fundamental goals of the Task Force. Improving traffic flow within the County and across the region is fine, and the proposed solutions must focus on this. I don’t see how the Potomac Bridge and widening of all roads does this. Increasing roads will create the following problems: Increasing pollution by encouraging more driving; loss of jobs to Northern Virginia; increased taxes to maintain roads.
- People living in Western Montgomery County like it being rural. Adding roads to make commuting easier will change the nature of the County.
- Your stated goals are to: 1 Protect natural environment. (How does widening roads and adding a bridge across the Potomac that crosses the C & O Canal

do this?) 2 Ensure cost-effective public investment. (How does a truckway across the Potomac do this? Heavy trucks will beat up the road and raise taxes to maintain the roads) 3 Improve pedestrian/traffic safety. (How does widening roads that will increase driving speed improve safety?)

- I condemn any ideas leading to more asphalt, roads, growth in rural areas.
- No Scenario A
- Scenario A makes no sense – It will destroy well-established communities; not alleviate traffic on 270 or Beltway; destroy 35 years of Master Plan process; impact all of Virginia’s poor planning and unhappy commuters.
- I am shocked that the Road Scenario ignores transit fundamentals like extending the Red Line. Are you crazy?
- Scenario A focuses on an era that is history – we cannot just keep building sprawl.
- Dulles airport seems to benefit directly from the road emphasis and BWI (the crown jewel in Maryland’s economy will suffer). Jobs will be lost to Virginia.
- I am concerned that that Task Force is not taking into consideration the beautiful, peaceful environment of Darnestown. By expanding the roads to 4 lanes, the Task Force changes the way of life of the residents of Darnestown.
- I do not want to see I-270 widened.
- The roads scenario doesn’t seem to solve any problems; only creates them.
- No roads.
- Agree to widening I-270.
- There remain difficulties getting to Damascus from Germantown. Also the need to get to I-70 past Damascus.
- Road emphasis betrays Montgomery County progressive Legacy – environment – open space – rural legacies.
- Roads scenario does not appear to reduce traffic or ease congestion.
- Damage to historic areas.
- Environmental impacts – negative in road plan.

- Studies exist that show that widening of roads does not solve transit problems.
- The roads mode attempts to solve yesterday's problem. There must be consideration of changed work habits, telecommuting in the model.
- I dislike the proposed Route 118 expansion – this would increase commercial traffic (large rigs) through predominantly residential areas.
- The environmental impacts of Scenario A would be devastating. I would like to see any results of any impact analysis done that show otherwise.
- Don't like any of new roads being proposed; lack of environmental vision.
- Where does outward growth go, where does it end? Archaic vision. How to get people from A to B.
- Violates the Master Plan and how people have made their investment. The Roads Scenario will change the face of Montgomery County livability and community.
- We need specificity; where it begins, where it goes. Going through neighborhoods is just too simplistic.

Comments on the Potomac River Crossing and the Techway

- I fear the induced traffic the new crossing will produce. I'm afraid that a new crossing will not solve the congestion problem. We must manage the traffic rather than produce more roads that will produce more traffic.
- Stay with the Master Plan. Do not build another crossing, add HOV, light rail and transit.
- I resent any truckway, techway, bridge crossing intersecting or connecting Maryland rural areas to congested Northern Virginia.
- Waste of time for Planning Board to spend one more dime on this exercise if it continues to study a second crossing.
- I am very concerned that the proposed River Crossing would destroy the quality of life that exists in western Montgomery County, while at the same time falling far short of its objectives. If such a small percentage of traffic on the existing bridge (4%) would be diverted, it seems to be an excessive waste of time and money for such a small part of the population.
- North Montgomery County does not need a bridge.

- I strongly oppose another Potomac crossing, which would be of little benefit to ease the traffic problem.
- No bridge
- The proposed bridge over the Potomac River is an invitation for Virginia to crowd Maryland's roads. Northern Virginia has no agricultural reserve and has unbridled development.
- Why can't you all understand – Marylanders DO NOT want a bridge?
- Lack of consideration of using Point of Rocks and that existing infrastructure.
- Realize that the Master Plan does not support bridge crossing.
- The only reasonable thing I see for relieving road congestion on the Beltway is to expand existing crossings. (American Legion Bridge or Point of Rocks).
- The Master Plan doesn't include any consideration for a new bridge. Why are we re-investigating this issue when they have already investigated and rejected this option?
- We do not want a river crossing!!
- Any plans to build a bridge from VA into Montgomery County WILL destroy the ability of our elected officials to protect the environment and the homes of the residents in the future. This is not a NIMBY issue – the roads won't be in any one's yard – they will be in their living rooms!

Comments on Other Facilities in Scenarios

- Consider bikeways especially along I-270 from Germantown to the District. It would be a 20-mile commute and I would bike to work.
- Get more high-speed internet, i.e. promote infrastructure that allows tele-commuting.
- Other opinions, such as improving communications infrastructure in order to encourage alternate workplace, should be considered.
- Continue to support carpooling (e.g. HOV lanes, the database of people interested in car pooling, etc.).
- Communication infrastructure should be considered in addition to transportation.

- Transport is likely to be significantly reduced by telecommuting in the next 50 years.

Comments on Financing

- The costs should be measured in more than dollars required for construction.
- Include in your plans the cost to the communities affected by road widenings...how many homes condemned, etc.
- Additional revenue must come from new housing developers, in turn from new people moving in these areas to discourage sprawl.
- Before increasing taxes, major re-ordering of priorities within the existing budget must occur.
- Gas tax overburdens lower middle class.
- Is Virginia sharing cost of a new bridge?
- Suspect cost estimates are way too low, especially for roads option.
- If tolls, sales taxes, and gas taxes are to fund public transit, then I agree taxes are a reasonable method to raise funds.
- Cost of road widening has not been addressed (cost in dollars as well as cost to neighborhoods and deterioration to neighborhood living).

Comments on Modeling

- The presentations did not provide enough data to adequately address these issues.
- The two scenarios do not address the same problem: transit solution is comprehensive view of Montgomery County problems; road solution addresses almost solely the provision of a bridge and the roads to feed it.
- You are about to make far-reaching decisions without enough information.
- No coordination with Frederick County
- Little information on impact on environment (pollution).
- The road and transit models are focused on Montgomery County – I believe a regional study should be modeled. There must be consideration of the effect on D.C., Prince George's, and other jurisdictions in these models.

- There must be included in the model the effect on the environment.
- There must be included in the analysis the effect on people's lives, neighborhoods, and communities

Comments on Housing and Growth

- Avoid sprawl.
- Rural areas must be preserved.
- New employers must be encouraged to locate in different areas of the County.
- You need to FREEZE any more land development now and make do with what is already assigned.
- Discourage population and job growth.

Comments on Task Force and the Process

- There must be a meeting held in Darnestown since they are severely impacted by the expansion of roads and another crossing of the Potomac.
- The results of these questionnaires must be tabulated and published so the public can review the results.
- You didn't e-mail your public mailing list to inform people that the meeting is taking place.
- No one will believe you unless you let us know where your modeling figures come from.
- I really tried to get honest facts so I could deduce fair conclusion. You didn't let me and made it look like you were actually trying to prevent me.
- The questionnaire is skewed. There should be "other" in such sections as Transit; e.g., Why must Muncaster Mill Road be linked with a widened 28 – 198? There should be "Don't know."
- Need to share these survey results with the public.
- Task Force NEEDS to hold a community forum in Darnestown area where potential impacts can be the greatest.

- Conflicts of interest with the Task Force staff!!! (These have not been disclosed!)
- I appreciate the workshop approach.
- I hope and expect that the results will be fully considered as substantiation for final recommendation.
- I hope your questionnaires will be considered.
- I feel as if the paid lobbyists have distorted the ultimate goal of the Task Force doing what is best for Montgomery County and the state of Maryland.
- Need more publicity about Task Force existence, public meetings, etc.
- Give people more time to fill out these forms. These group talks take away our time.
- Workshops have been sited in areas far from bridge crossing by design to inhibit people from here from participating.
- Insufficient data was provided for rational decisions.
- Process of outreach is flawed. Not enough communication
- These meetings were almost unannounced – You would have gotten many more participants (and perhaps a better sample of county opinions) if they had been advertised.
- I could not process all the information in the time and environment of the meeting in order to fill out the survey.
- Many people don't know about workshop; don't think word is getting out. There is need for another way to voice their opinion.
- Need to make the information on questionnaires available to the public – on the web page or other.

General Comments

- We need to seriously manage growth in conjunction with appropriate planning for transportation. Quality of life is a real issue and if it is destroyed past a certain threshold, tax base will be lost to urban blight.

- Need to consider technology and work pattern changes. In twenty years, the workday will most certainly not be a 9-5 scenario. Need to include/consider 24-hour operations.
- Keep neighborhoods safe and comfortable.
- The Master Plan needs to be updated more frequently to reflect what we are doing as a County.
- The Master Plan should lead rather than follow.
- The people and neighborhoods cannot be sacrificed to suit the needs of business interests.
- Do we want to funnel people and dollars to Virginia instead of Maryland?
- Please consider the neighborhoods where people live. Quality of life is the most important aspect of this whole thing.
- Please don't ignore the voice of the community. It's happened a lot, lately.
- What about people along roads – kids to school? (i.e. along Seneca Road)
- No information on whether damaging communities irreparably would effectively decrease congestion.
- Schools should not allow kids to drive to reduce morning and evening congestion – we pay for buses now – so use them.
- What environmental issues have been studied?
- Lets put these monies into developing more schools to support this growing population.
- Not to destroy green space and community and eventually turn country living style into a city. This will adversely affect our children's future.
- Legal ramifications from alterations to Master Plan?
- Safety issues for communities.

Roberto Clemente, October 2

Summary of Preferences from Questionnaire

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	1	67	2
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	11	55	3
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	13	50	5
How this scenario adheres to projected land use patterns	3	60	2
How this scenario approaches transit	6	61	0
How this scenario approaches congestion relief	2	65	2
How this scenario protects the environment	1	66	0
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	16	44	3
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	3	68	0
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	49	15	5

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	53	12	4
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	49	16	4
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	54	12	3
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	61	6	3
How this scenario approaches additional roads and road improvements	38	25	3
How this scenario approaches congestion relief	57	14	0
How this scenario protects the environment	56	13	0
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	66	2	4
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	40	20	5

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	25	26	6	8
I support using tolls on new roads to pay for them.	10	12	16	32
I support a sales tax increase to fund transportation improvements.	9	15	11	32
I support a gas tax increase to fund transportation improvements.	18	14	10	24

Transportation Policy Task Force

Round 2 Community Workshop Paint Branch High School, Burtonsville October 4, 2001

More than 75 people attended this Community workshop held in the cafeteria of Paint Branch High School, Silver Spring. Almost 58% of participants who indicated their addresses on the questionnaires at this workshop were from the Norwood area. Other communities represented included Burtonsville, Laurel, Spencerville, and Olney.

Feedback from the participants was received through a questionnaire, and the results are reported below. In the first section, we report on the comments that were received³. The second section reports on the preference questions.

Comments on Both Scenarios

- I like the transit scenarios: Inner Purple Line connecting Bethesda, Silver Spring and the University of Maryland. I have a lot of questions about the “transit spur to FDA/White Oak” – where does this go? And is it light rail or underground (very expensive)? I like the Scenario A: Road Emphasis. It most closely follows the Master Plans. Almost no roads have been built in recent years while the traffic gets worse and worse. I would like to see the state complete the Environmental Impact Study for the ICC. I would like to see the ICC built, if at all possible, and as soon as possible. It is very difficult to get from east-county to west-county. Security concerns traversing the FDA site? I think we need both (more roads and improved transit). I also appreciate the hard work the Task Force has put into this project.
- The east/west corridors in particular need to be improved.
- More regional planning.
- Stop “piece-meal” widening and the creation of de-facto connectors.
- Complete SOMETHING.
- Build what was promised 40 years ago before talking about another rail project. I would support taxes or tolls for roads (which are cost-effective) but not another penny for rail. I might also support “Bus Rapid Transit” after the promised roads are done. Calverton Boulevard has become an ICC replacement and is no longer a neighborhood road. We want it back!

³ Personal comments are not included.

- I'm concerned that Scenario A & B don't reflect the honest changes that are going to take place in our community or the surrounding communities.
- How you propose to have Goal 3 of the Task Force goals happen?
- What do you propose to do to develop livable communities by destroying rural existing communities?
- I have a concern that perhaps we should continue to maintain the present master plan. We all have seen where changes such as widening roads have led to increase growth in original rural communities.
- Need more environmental impact statements relative to the transit system.
- Likes: Option A with the ICC as stated in master plan. My fear with the transit option is that (1) it will not meet the transit needs, (2) create a de-facto ICC at the MD 28/198 corridor, and (3) the transit option "paves" over the eastern county while the west (Potomac) is held to a different standard.
- Dislikes: Anti ICC people who hide under the environment Apply U.S. coding for a common solution.
- I think that light transit represents the best solution to the transportation problems of our county. Some road improvements are necessary but should not represent primary approach. Environmental impact of ICC would be totally negative and should not be considered as a solution.
- Your summary sheet of the differences only focuses on projects yet the differences are about much more than projects. The transit scenario as the speaker said is about providing choices, locating jobs closer to people. Staff should moderate tables not AAA.
- Neither scenario really addresses the major problem in Montgomery County" - North-South transportation. It is a little better addressed in the western section, but what about the eastern 29 and I-95 are already parking lots on many days and Howard County is seriously conceding a mini Columbia on the Montgomery County border?
- Has anyone discussed removing on-grade crossing (over passes) at all the major north-south roads (Georgia, Connecticut, Viers Mill, etc.) as a way of dealing with north south and east west problems?
- My concern is that building more roads will bring more traffic. I see the transit scenario as a refreshing change. We've got to approach traffic in a new way.

- Would like to see more consideration given to how both scenarios will affect the small communities and the streets, lanes, courts that make up our neighborhoods. Specifically, the Norwood Road widening and how it would affect Snider Lane.
- Where do the scenarios actually go (give street locations)?
- There is need for a merger of the two scenarios, to accommodate current resident and future jobs and allow for modest growth. East-west traffic needs to be diverted to the northern part of county to recommend to Olney's uncontrolled growth.
- Decision making criteria for selection among scenarios needs to be developed, utilized and presented to interested stakeholders.
- There needs to be an integration of the two plans.
- Start over with a simple targeted approach to the future similar to Metro. Metro may not be the answer, but there is an answer for the future and Scenarios A & B are only temporary fixes that will last for the very short run at best.
- I think we need some road improvements (1) everyone can't ride transit and (2) it can't go every place. I also believe we should invest in more transit but we can afford it only where projected ridership will partially pay for it. We need a balanced network. We need to recognize people's preferences in travel and living style. We can only protect the environment to a limited degree in this urbanizing area.
- My concern is that building more roads will bring more traffic. I see the transit scenario as a refreshing change. We've got to approach traffic in a new way.

Comments on "Transit Emphasis" Scenario

- Put in town centers to reduce the need to travel so far. The Master Plan was STUPID from the start. It forces long travel times.
- Transit scenario needs some east west connections further north.
- Enhanced bus service is vital to any light (or heavy rail) system. Otherwise parking controls transit use.
- Option B (transit) will not solve our problems. For example, if I do not get to Glenmont Metro prior to 7 a.m., I will not find a parking spot. Also, the ICC study signs will never go away with this option. Premise #1 is that growth

(50% increase in jobs and housing by 2050) will force us to invest heavily in transportation (and schools, etc).

- The cost of building light rail between Silver Spring and Bethesda is economically inefficient. The cost per passenger mile is excessive. Can a dedicated bus lane be put on East West Highway?
- Put elevated railway over East West Highway
- Prefer mass transit improvements to road expansion to handle current and future congestion.
- No discussion of the failure of the 1981 Eastern Montgomery County Master Plan and its failed “concept of transit serviceability.”
- No discussion of improved airport ground access in the transit oriented scenario.
- No discussion of our freight movement needs.
- No discussion of the repair and rehabilitation needs of the existing Metro rail system.
- Metro rail to Frederick on east side, i.e., Glenmont.
- The transit scenario is worth further exploration.
- Metro rail should go to Olney and cross to Shady Grove (260 Technology Corridor). Keep transit compatible and universal.
- Transit Scenario: Having people surrender their homes and living in townhouses or apartments.
- Provide adequate parking in transit alternative.
- I believe that in order to increase use of mass transit you have to reduce the price – maybe make it free. You also have to increase parking at stations and perhaps smaller buses but more frequent trips to connect to the stations. I do not believe you can dictate where people live and work. Brazilia tried 40 years ago and even the government workers wouldn’t live there.
- Transit plan will increase traffic congestion on 29 and New Hampshire.
- Nothing is shown that will relieve New Hampshire traffic.
- Transit emphasis scenario would be better if widening of 198 were deleted.

- Look more carefully at cities that have worked for 100's of years (London, Paris...) do it right with transit!
- One of the most important freedoms is the ability to go where you want to when you want to. Mass transit will never do this. The purple line cost too much for the ridership. We can't afford them.
- We need a major increase in the number of buses and routes to make bus feasible.
- More parking at Metro Stations!
- I support the transit option.

Comments on “Road Emphasis” Scenario

- What rural roads are slated for widening in the western county areas, e.g. “Potomac”?
- What local roads are you planning to widen, such as Norwood Road.
- What are your plans for Snider Lane if you cut it through?
- What other residential roads in the Cloverly community do you have plans for? What are your plans?
- Option A addresses the mass transit (via the ICC) and local/rural access roads we needed 10 years ago. Option A also shares the transportation burden on both the east and west ends of the County. It also keeps the master plan intact which is a binding agreement between the residents and the County government. We need the ICC as aligned on the master plan to meet our cross county needs. We need the “Techway” for the same reason. We also need more local roads (Norwood) to help local/rural traffic.
- Do not widen any roads connecting to the MD 198-28 road between Georgia Avenue and Route 29.
- Widening 28-198 is good for regional connectivity. In the New Hampshire, Norwood Road, Ednor Road area, no changes should be made to any of these roads or the roads connecting to them. Use 198-28 for connectivity not urban sprawl
- STOP THE ICC!!!

- 4 lanes from I 95 to Rockville Pike are a de-facto ICC. Therefore you should leave smaller local roads alone. Widening Norwood Road will only encourage drivers to divert onto Norwood to shortcut over to 198 or 28.
- If ICC is built per original plan, then I would prefer expansion of 198/28 to be later rather than sooner.
- If widening, why widen side streets such as Rt. 28-198? That's in effect, but why the need to widen Norwood Road, if Rt. 28-198 will handle the overflow?
- In the highway scenario, HOV lanes were proposed for the Beltway. How about HOV/toll lanes (H&T lanes) like SR 91 in Orange County, California?
- Any ICC should be recommended in the Master Plan alignment. But the case for the ICC has not been made. You claim that the ICC will remove 30-40% of traffic from local roads yet you propose widening Norwood Road, Briggs Chaney, Layhill, Greencastle and Fairland Roads. Your proposals contradict each other. You have shown no benefit for the ICC.
- Must build ICC on Master Plan.
- 4 lanes 198-28 from Rockville to Rt. 95.
- 4 lanes New Hampshire Avenue to Ashton.
- Align Briggs Chaney and Norwood.
- Brookville bypass.
- Full ICC on master plan alignment is clearly #1 priority.
- I'm opposed to the widening of Norwood Road! As a resident for over 30 years the widening will change our community. At this time there is poor drainage (the County has been contacted 3 years ago and never fixed the problem) of excessive traffic, increase noise due to traffic (increase). I can't begin to imagine what life will be like with a four-lane highway. Does anyone care what the residents think and how they will be affected? I think not. How many people will lose homes? I'm sure if this was a different community, let's say Potomac, would this be an issue? Again, I say I think not. I feel that my opinions are valuable but don't feel that the presenters are truly interested.
- We have 4 or 5 ICC's – University Blvd., Randolph Road, Fairland Road and Briggs Chaney Road. Why not build the "ICC Connector" and free up the 4 pretend ICC's which are in residential areas and ruin the quality of living there.

- Any dedicated bus lane on Georgia Avenue should be 30 feet above Georgia Avenue. There is no right of way available for a dedicated bus lane using Georgia Avenue, as is.
- The road emphasis scenario is a bad idea. Putting ICC (although mid portion is done [28-198 connection] is not what my community wants – it is bad for the regional eco system).
- Not enough time to deal with local/community road issues. Specifically, widening Norwood Road cannot happen – our green wedge community is already being sandwiched by 28/198. It is a travesty and general proliferation of development in the area. We do not need more traffic.
- The road emphasis scenario will destroy the county and may not solve issue.
- Build the ICC. We need more roads as specified in the master plans
- Must abide by the master plans including the ICC alignment. This is a “contract” between us taxpayers and the Government County.
- We have tried the transit/bus/rail/conservation method for 30 years and it has failed. We need the roads as planned.
- Plan A is fair to both east and west county residents. While option B (transit) only has the 198/28 road system and negatively impacts the east county.
- I am against the widening of Norwood Road. Norwood Road is closed in part because of the new 28/198 road. I thought the purpose of the 28/198 road was to keep the east-west traffic off of Norwood Road. It is unfair and dishonest of you to try to foist more traffic onto Norwood Road. I live on Holly Grove, off Norwood Road and getting out in the morning is difficult enough – with a 4-lane road, it would be impossible.
- I am a senior resident of Norwood Road. Concerns: Increased traffic, loss of personal land, inability to get out of driveway safely, and some residents will have to move.
- I see no need for the ICC if you’re expanding the 28-198-connector, which is supposed to draw traffic already.
- I (and my wife) am strongly opposed to widening Norwood Road. It is not in the Cloverly Master Plan, will devastate the community by actually destroying homes along Norwood and make traffic, egress and ingress, a disaster. We have 103 families, 3 churches, 3 landscape businesses and a high school needing access to Norwood.

- I agree that the project will improve mobility, considerably; however, I disagree that livability in the community will be unchanged. Many houses are in close proximity to the existing roads, and expansions would necessitate the displacement of individuals. In many cases the displaced individuals would be senior citizens. How can we, in good conscience, displace law-abiding citizens who have worked hard to improve their quality of life?
- I fully favor the master plan ICC. Technology exists to make it environmentally acceptable.
- You are not addressing the traffic congestion on north/south roads – New Hampshire Avenue is already backed up and we still have to use our vehicles to get anywhere.
- Buses may be an answer but north-south roads need to be widened to provide extra lanes for buses.
- I fully support the ICC but think northern alignment will reduce traffic problems more.
- I do not approve a parking garage at White Oak – No good place for it.
- How is traffic at east end of Rt. 28 going to flow to Rt. 95?
- Consider 198 alignment or realignment – impact on present housing, etc.
- What is going to happen to 198 exactly? Where is it going to go?
- Why widen Norwood Road when the plan is to widen 28 and 198?
- I do not want Snider Lane connected. It would degrade the quality of life in my neighborhood.
- The 198/28 connection will become the ICC. Why not simply say that's what it is? Do you think people in this community are stupid?
- Why did you not include what is going to happen to local roads that will be cut through and widened?
- Why widening Norwood Road to 4 lanes when you are already doing a Norbeck Road, #28, #198 connection?
- Widen Briggs Chaney Road to 4 lanes and our little street, Snider Lane, will be cut through and become another Briggs Chaney Road. We are dead set against a cut-through of Snider Lane and widening of Norwood Road to 4 lanes.

- The widening of Norwood Road will cause undue hardships.
- My concern is widening of Norwood Road to 4 lanes.
- Expansion of Norwood Road is not a good idea for the community. It will result in loss of homes, displace well-established families, and change the feel of the community, yet offer little benefit to them.
- Traffic in the area is unsafe at present and a wider road will endanger children going to school (Blake) or visiting friends. Rather patch up the pot-holes and improve the drainage.
- Increased traffic will increase pollution. Rather focus on mass transit, if it does not destroy property.

Comments on Other Facilities in Scenarios

- No discussion of bike improvements – even though they don't really impact highway congestion, these are important to some folks.
- The new Potomac River Crossing should have a bike path and a place for fishing.
- I vehemently disagree with the Potomac River Crossing. It was never in the Master Plan; it is not needed to help the economy of Montgomery County. Please put our emphasis on creating new jobs, etc., in the eastern portion of the county that needs the revitalization.

Comments on Financing

- Lack of addressing funding.
- Inaccurate cost projections.
- Toll bridges at Cabin John and Wilson Bridge during peak rush.
- Commuter toll or surcharge on vehicles going from state to state.
- All revenue increases must be offset by cuts in other taxes.

Comments on Modeling

- No discussion of the relative lack of jobs in Montgomery County vs. Northern Virginia, especially in Fairfax County and Loudoun County.

- Use of 2050 as a target in the model is irresponsible. In 2050, I'll be dead or retired!

Comments on Housing and Growth

- Either stop growth or build roads NOW. Build on farmland, NOT natural areas (reduces pollution to the Bay).
- Premise #1 is that growth (50% increase in jobs and housing by 2050) will force us to invest heavily in transportation (and schools, etc). The most obvious solution is to stop promoting growth. Those of us who moved to the upper reaches of the County did so to avoid hi-density living. I would like to receive a copy of the final report.
- Controlling housing development would mitigate further congestion.

Comments on the Environment

- I'm strongly opposed to the proposed widening of Norwood Road for several reasons. One, I believe it would be a safety hazard, cause erosion of the environment, cause havoc to the rural make-up of the city, change the life style of individuals, who have resided in this area for decades.
- Recognize of this area as a green wedge. Adequate recognition of potential destruction of family-oriented neighborhoods to solve transportation problems. Norwood Road should not become a 4-lane highway. It runs through a residential community where 45 entrances onto the road on a 2-mile stretch accommodate 140 families, 3 landscape businesses, 5 churches and Blake High School.
- I don't think there is enough consideration or understanding of environmental impact of roads. Nor does anyone seem to understand that mitigation efforts are a one-time cost, and no mitigation has been shown to be totally effective. There are huge on-going costs for restoration efforts on the streams caused by roads and all impervious surfaces. Prince George's County just spent \$1,000,000 to try and restore 1 mile of Little Paint Branch to health. If you build the ICC, 29 to I-95 connection, it will be money down the drain. I think you should invite someone from DEP to talk to the Task Force.
- Regarding environmental impact, how does high-speed traffic on the ICC compare with the effect of the same vehicles on low speed stop and go roads?

Comments on Task Force and the Process

- These questions are general and do not address each alternative. I am offended by it. This is for Montgomery County.
- I believe the questions need to be more specific, addressing each alternative. These are general and do not really help obtain input, except for a few questions
- Not enough time to study and evaluate the information provided.
- If the Chamber of Commerce guy was using personally developed statistics, I object to it! Only use Task Force approved visuals. There should be more meetings to cover this much material. I will attend!
- I'm disgusted by the way these questions are stated! The concerns that I have as a resident of Norwood Road will not be reflective in my responses.
- I'm sure residents of other communities agree – these presentations do not provide opportunities to deal with these important issues. They are being clouded by big picture scenarios.
- These questions are too specific based on the level of the presentation.
- Questions do beg additional data and questions.
- There are many fundamental issues that go to the heart of the process. Task Force goals are not related to purpose of the report, i.e., livability. Premise of whole study is to accommodate future growth projections of traffic without serious consideration of changing planning to reduce need for such traffic. Continued growth and associated increase in traffic levels are requiring roads that destroy the quality of life of county residents (i.e., the livability issue).
- Having a Task Force member at our table with a very pro-road viewpoint and discounting proponents of the transit system was very inappropriate.
- The workshop rules were not followed; Task Force members were bickering; Some did not show any interest in the community, but their own agenda and positions.
- There was inadequate opportunity to voice opinions.
- The questionnaire was designed to dictate the theme of the workshop.

General Comments

- Prevent people from passing through the County to get to D. C.
- Compensate people for loss of property values where roads are widened.
- You have mentioned master plans several times. Do you in fact plan to follow the community master plans to their fullest? If not, why?
- What major plans are made for the Cloverly community? Such as Rt. 650, Norwood Road, Snider Lane, Briggs Chaney.
- Thank you all for your hard work and long hours. We do appreciate it.
- More information is needed. More discussion is needed and collaterally the inputs and needs of those affected by these changes need to be added. As always, you build 2-4-6 more lanes and 5 years from now this same discussion starts all over again. We just have to accept we will have to adapt to the swell in population. The same concern is for our schools, shopping and housing.
- The Idamae Garrott strategy of preventing highway construction in order to stop/slow growth has failed utterly! Why?
- The eminent transportation researcher, Alan Pisarski, called the strategy of making highway congestion worse in order to increase transit ridership “pathetic.” I agree!
- Environmental concerns are the same for Roads or Transit – Both go from A-B.
- Move Redskins Stadium downtown.
- Speed limit enforcement (speed cameras – lots).
- Variable speed limits (based on flow and other conditions).
- Protection for the homeowners to insulate them from pollution and heavy trucks.
- There is no discussion of limiting growth! This, plus transit (and a few road improvements) can meet all the goals. They need to consider that increased gasoline prices by 2050 will make sprawl housing much less attractive.

- Why is livability of neighborhoods (slide 2) left off from goals and measures. Never has a major road been built that does not enhance more distant development and cause jams on other roads in the area. Use the example of “no-deposit-no-return” cities like London, Paris, Stockholm, etc. – transit!
- I think the Task Force should look at each community and see what progress could be made to serve the people before talking about widening roads and putting in transit system. Homeowner taxes would go up and some people would end up losing their homes because of four lane highways.

Paint Branch High School, October 4
Summary of Preferences from Questionnaire

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	31	21	5
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	26	27	4
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	30	17	8
How this scenario adheres to projected land use patterns	22	20	8
How this scenario approaches transit	17	31	7
How this scenario approaches congestion relief	22	29	4
How this scenario protects the environment	21	28	7
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	29	25	5
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	36	13	8
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	34	10	13

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	31	17	3
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	27	24	1
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	29	16	8
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	27	20	6
How this scenario approaches additional roads and road improvements	23	28	1
How this scenario approaches congestion relief	24	24	1
How this scenario protects the environment	34	16	2
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	38	9	5
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	29	25	2

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	29	20	2	6
I support using tolls on new roads to pay for them.	13	19	9	16
I support a sales tax increase to fund transportation improvements.	1	13	15	27
I support a gas tax increase to fund transportation improvements.	8	19	4	26

Transportation Policy Task Force

Round 2 Community Workshop

Herbert Hoover Middle School

October 9, 2001

More than 58 people attended the Community Workshop held at Herbert Hoover Middle School. About 53% of the participants who indicated their addresses on the questionnaires at this workshop were from Potomac. Other communities with significant representation included Darnestown, Rockville, Germantown, and Bethesda

Feedback from participants was received through a questionnaire and the results are reported below. In the first section, we report on the comments that were received¹. The second section reports on the preference questions.

Comments on Both Scenarios

- Moving development east a good idea.
- Because we have no east-west corridors – Police have to deal with traffic issues on the secondary streets through neighborhood as it seeks new routes speeding through neighborhoods.
- Mixture of A & B not any one solution – need a mixture.
- Fund up Metro, revitalize city centers, preserve existing neighborhoods and communities, protect river and water supply. Explain how these will or will not be done by A & B.
- The only possible answer to the congestion in our area is to do everything. We need roads and transit in order to have orderly growth.
- Please do something. We are grinding to a halt.
- These scenarios did not look at: Controlled and limited growth options in the county. Re – assess proposed land use and build out levels (160,000 new housing units by 2050? Very high! Pushing alternative work schedules.
- I would recommend the transportation issues are just symptoms of the over-development of business and residences in the county and need to be taken into account, FIRST!

- Has anyone challenged the allowable rates of growth and the growing of the county? Perhaps a freeze is necessary to seriously look at the cause rather than the effect. Too much development has alternately overburdened the roads, the schools and other infrastructure in the county.
- I think Purple Line dedicated to getting to Dulles Airport – Express Line is Key, let's pick certain roads to widen moderately and increase transit HUGELY.
- Plan does not appear to address population grow.
- Could we add a spur on the Marc line to help people in Howard County and outer subs come to town without adding to congestion and pollution with cars? I would think that would be an effective approach to decreasing drive trough load on our roads.
- The idea of transit, new centers and moving development east is good.
- List of Transportation Improvements does not include the following intersections impact by the new – Strathmore Hall Concert Hall Grovesnor Village (adjacent Grosvenor Metro)
- Both of these scenarios lack crucial details.
- Neither plan adequately addresses the movement of traffic from Howard and P.G County into Northern VA.
- Improving the flow on the Beltway during rush hour would relief congestion on all other county roads. I don't feel either plan sufficiently address this.
- This was very interesting I was looking at a row of lobbyist and business representatives arguing with for roads with outraged citizens who want better transit facilities

Comments on “Transit Emphasis” Scenario

- Need a system to get people to metro – Bus system does not get into the neighborhoods. Need sidewalks.
- Question of land use major transit down I-270 corridor to Frederick.
- Railroad better connects?
- Why not extend metro rail to Olney?

- It does not connect the corridors at their top. I think the Transit Scenario goes too far in forcing people to work and live in situations they may not like.
- Metro Rail, Gaithersburg to MVA
- I prefer the Transit Scenario with the following exceptions: Don't widen MD 28 OR MD 198 (This is ICC. Light); Don't widen Shady Groove Rd., it's wide enough; Don't build the eastern portion of the ICC, 29 to I-95 (may be illegal anyway); Don't build M83; depend on corridor cities; Don't widen I-270 (look at what previous widening has done); Don't widen River Road; Don't widen Clopper Road; Don't widen 355; it's horrible enough now.
- Metro Rail ring around the Beltway connecting all other Metro Lines
- I like the idea of an outer Metro Mass Transit (light rail). This alternative could follow the existing Beltway.
- I strongly support the transit emphasis scenario, because it will help create more livable communities, in part by locating more hobs near where people live. Building more and larger roads is not the solution. I support land use policies that reduce the need to drive everywhere.
- The transit scenario should add incentives for telecommuting and encourage businesses to locate near transit centers.
- Plan B is more responsible – it avoids making the mistakes of the past all over again.
- Plan B helps us move development from where we have too much to where it is needed.
- The fact that public transport – especially the Metro Rail is so widely used, I would surely suggest that Montgomery County would support more of such transport.
- Please do not try to deceive county residents. We need transit over new roads.
- The transit emphasis doesn't address the current problem of people living several miles from their jobs.
- Why does transit scenario include new highways? I question the assumption that people will still be relying on cars in 2050 – isn't that absurd?
- The transit scenario needs to flesh out increased bus routes and more rail stations along with denser transit areas.

- The expansion of transit – Marc, Metro, Buses etc. should go further out into the country. For instance, in NY – you can commute easily from Connecticut into NYC or from the outer reaches of Long Island. The transit system needs to be extended further out to accommodate people from upcountry.

Comments on “Road Emphasis” Scenario

- Building more roads results in increase in congestion, example Texas. This seems to have occurred in I-270.
- Don’t repeat past mistakes building roads – need to curtail growth.
- HOV Lanes often empty.
- Gas shortage in the future – emphasis on driving and roads could be a problem
- Only one bridge crossing Pittsburgh has many road crossing – these roads don’t have to be lined by commercial, can be beautiful and green.
- Low wage earners need to have a way to jobs – need to build roads.
- Confused is this the east portion of the ICC?
- I felt whoever presented the road Scenario was not honest in his presentation
- I don’t prefer the Road Scenario.
- Wider safer roads for traffic of commerce, (trucks)
- Widening Muncaster Mill Road may save more time but it will dislocate more people.
- I support the Techway and the ICC
- Present more specifics on road plans for comments. This was avoided
- A connection between the county and BWI could have positive economic impact.
- Road Scenario does not protect the environment; this lacks sensitivity to this key issue. Road plan does not address land uses, the one issue that would break this edge of congestion, air pollution and overall lack of livability.

- I think it is ludicrous to include the Master Plan Alignment of the ICC in the Road Scenario, because federal agencies have rejected the highway several times before, also the environment impacts are too great.
- Plan does not attempt to redistribute population centers and business
- Plan by building more roads as likely to encourage unwanted growth and will certainly place more pressure on the limited rural and agriculture areas of our count.
- If you build more roads, congestion gets more. Let's learn from history and do better.
- Do not widen River Road.
- By 2050 we should have taken steps to end the American love affair with the automobile. Plan A to build roads is to break the deal.
- How is access from existing neighborhood roads onto the planned widened roads addressed?
- Will someone have to wait several minutes to get onto one of the newly expanded roads?
- Montgomery County now is a nice mix of urban and country areas. Building more roads will ruin the nature of the country and destroy the quality of life for those who choose to make their home in the country areas. The Techway in the Potomac area is a prime example.
- I am deeply concerned regarding the entire concept of the Low Techway – guaranteed to critically degrade the quality of life in Darnestown, Potomac, etc. This is a disastrous proposal that will compromise sub regions, 2 lanes road policy, and ruin the way of life of countless Montgomery County residents. This is a cure worse than the disease.
- Roads scenario misses everything and will create more congestion because people will be tied to their cars and will have very far alternative choices to move around the county.
- I don't see how the road scenario can possibly be justified for our future. Create new development where people can have choices of how they get around.
- The road scenario is a nightmare – has anyone learned anything from the mistakes N.Y.C made when Robert Moses had control?

- Widening the roads would only increase congestion without making improvements to the transit system. In particular, the road emphasis (bridge crossing and road widening and lanes) would cause traffic congestion with little benefit.

Comments on the Potomac River Crossing and the Techway

- No need for another bridge I'm not convinced.
- I am adamantly opposed to any Potomac River Crossing that would destroy the rural fabric of Darnestown. The Low – Tech highway would certainly destroy Darnestown as it now exists.
- No River Crossing
- The Potomac River crossing will have a larger cost than the potential benefits – both monetarily and in terms of the quality of life in Western Montgomery County. New traffic will be attracted in from Northern VA that would not be created with or creating this new bridge.
- Should re-consider limited access
- Techway or more Techway – lite bridge
- I would support a new river crossing only if it would be done with new roads in unpopulated areas. I do not support this bridge if it widens existing 2 lane roads to 4 lane roads. In the Darnestown area, the rural community atmosphere which has always existed, and which is why people have bought homes in this area, would be destroyed.
- I think there should be some alternate bridge connection other than destroying the country setting involving Darnestown and Point West. The residents who live in this area chose to have the open and un-congested space. Expanding roads in that part of the county would only promote more traffic and commercialism. Look at some other route for this use.
- The bridge over the Potomac is poorly thought, there is significant recreational use of the Potomac and the Canal Trail along the Point being recommended. It is a beautiful area on summer days that should be preserved.
- I travel the bridge every morning and evening that is my choice.
- We should encourage greater business use of BWI. Building a bridge would make Dulles ever stronger.

- Don't build a bridge across the Potomac; it will only bring heavy trucking traffic and more congestion to other areas.
- The Potomac River Bridge will increase traffic.
- We must get folks off the roads and onto transit by not building more roads. We do not want to live in a LA type situation.

Comments on Other Facilities in Scenarios

- Thought through pedestrian and bike facilities.
- An eastern bypass of the Beltway (Route 301)
- Rail link directly from Shady Grove to Dulles. Address North/South Interstate need to relieve DC of Florida to Maine traffic.
- Need major North South Interstate bypass (east of DC) to get truck traffic off Beltway
- A ring transit above or below ground around the Beltway.
- I would like to see more facilities for pedestrians and bicyclists. We need to provide more sidewalks and bike lanes so that people do not have to drive everywhere, let's think outside the box.
- Stop adding businesses along 270. They are adding to congestion.

Comments on Financing

- Taxes – need revenues to support expensive school system.
- We have gasoline in Montgomery County that is 6 cents to 10 cents gallon more than Fairfax County. Higher gas taxes are unacceptable.
- Depends on what the improvements are public funding, should be for public transportation.

Comments on Modeling

- Hard projections of impacts
- It would seem that there have been an unlimited number of authoritative studies done on roads vs. transit approaches – have any findings emerged on

what's effective. It's important to benefit from research that has already been done.

- I would like to see a comparison of the MOE's for each scenario or for each facility.

Comments on Housing Growth

- New Hampshire Avenue can accommodate higher density with parks – rehabilitate this declining area.
- The possibility of growth is not good.
- We need to keep a small town atmosphere in the rural areas of the county and build up the development in the urban areas that already have significant infrastructure in place.
- We need to resist the growth apparatus for the county. Is the APF working to control growth or to make it worse in the wrong places.
- Planning to relocate some housing from one location to another does nothing for the near or middle range goals

Comments on Task Force and the Process

- I am appalled that it has taken the TF so long to even decide on the process to be used to read discussions as updated in the Gazette.
- Rich would be more effective if he didn't talk down to us.
- My concern is the make-up of Task Force; it consists of too many road advocates, an imbalance. I doubt that it will create a recommendation that reflects the will of the people.

Comments on the Environment

- Clean air.
- Need to retain the rural aspects and open areas. Do not destroy open areas and country settings.
- Many of us live where we are because we think it's better to put up with some congestion to get clean air. We should respect the green wedge and not endanger our clean water supply by over building it.

- The whole idea of space, which is what drew many of us here, is in jeopardy.
- The impact on the environment has to be a significant consideration for not building the bridge across the River.
- An overall consideration for county residents, that is environmental impact of road building “STOP IT”.
- We must protect our rural areas and environment; there is plenty of room for growth in close-in areas.
- We must protect our rural areas and environment; there is plenty of room for growth in close-in areas.

General Comments

- Concern that density and congestion increase domestic violence.
- Bought in 2-3 acre lots, now country wants to density.
- Quality of life – don’t live next to 4 lanes highways you can do something during the weekend.
- Need more businesses at Shady Grove Metro.
- Consider walkable neighborhoods in the next 50 years, with improved telecommunications, the need to travel to work or shop will drop significantly. In this regard, Kentland with mixed-use office/retail within walking distance will reduce pollution, energy-use, noise and congestion, and improve quality of life.
- Develop plan to educate our children to be sensitive to this problem.
- I would like to see aggressive measures to slow the root causes of transportation problems, namely population levels and corresponding development.
- The scenarios only look at transportation and transit issues, which are just symptoms of the real problems. The real problem is that zoning and push for more development and residential growth in the county have led to too many people in too little space. The Master Plan build out levels should be re-looked at and re-assessed to projected population levels.
- Our leaders are not thinking out of the box.

- We do not need to attract all these new businesses to come here and ruin our quality of life – let them go to Prince George’s County which needs them.
- History: since metropolitan areas throughout the U.S.A abandoned their rail transportation for the car, the results have been disastrous.
- There’s a need for a focus on giving the existing and new employers incentives to encourage more carpooling.
- Please start to think about how we will address the lack of affordable housing.
- The country already is car-focused and it is not safe for pedestrians.
- Has consideration been given to creating a regional transportation authority similar to WMATA with funding authority?

Herbert Hoover, October 9

Summary of Preferences from Questionnaire

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	15	36	4
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	21	29	4
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	21	32	3
How this scenario adheres to projected land use patterns	10	44	3
How this scenario approaches transit	14	41	2
How this scenario approaches congestion relief	13	42	0
How this scenario protects the environment	7	43	1
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	19	36	1
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	13	44	1
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	42	8	6

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	38	15	2
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	34	18	2
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	43	11	3
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	47	9	0
How this scenario approaches additional roads and road improvements	34	19	1
How this scenario approaches congestion relief	40	15	0
How this scenario protects the environment	46	6	1
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	45	5	4
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	32	22	1

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	26	21	3	3
I support using tolls on new roads to pay for them.	17	22	5	11
I support a sales tax increase to fund transportation improvements.	9	13	9	22
I support a gas tax increase to fund transportation improvements.	17	17	10	12

Transportation Policy Task Force

Round 2 Community Workshop Casey Center, Gaithersburg October 11, 2001

Over 90 people attended the Community Workshop held in the Greenhouse Cafeteria at Marriott Corporate Headquarters. About 14% of the 93 participants who indicated their addresses on the questionnaires at this workshop were from Gaithersburg, 11% from Rockville, 10% from Darnestown, and 9% from Montgomery Village. Other communities with significant representation included Germantown, Potomac, Bethesda, Derwood, Damascus, and Silver Spring.

Feedback from participants was received through a questionnaire and the results are reported below. In the first section, we report on the comments that were received⁴. The second section reports on the preference questions.

Comments on Both Scenarios

- Any emphasis on improving methods to transport masses of people long distances (more than 10 miles, say) only creates the kind of growth in which people travel long distances to work, school, etc. If you want livable small communities, work only on transportation within small regions. We have connections that work as well as they every will.
- Better integrate transit and roadways. Make commercial/industrial growth transit oriented.
- Both scenarios assume continued unconstrained growth. Why? The county should put strict limits on further growth (especially housing) in the short term to allow the transport system to catch up.
- Do away with NIMBY's. Better roads and transit would increase the quality of life, so people will be able to spend time at work and home and not on the roads.
- Don't let the supposed lack of money prevent a clear identification of road and transit needs. Identify the needs, then seek the funds.

⁴ Personal comments are not included.

- Each path, east/west or north/south, must have alternatives when disasters take out the primary path, i.e., 2 of 3 lanes blocked on 270, tornado takes out Metro/Light Rail. Floods take out Metro or tanker truck accident blocks bridges.
- Focusing solely on transit is likely to create further “disconnects.” Rather, the approach to growth promotion, transit, development, infrastructure. Holistic approach to development, which creates livable communities. The county needs an increase in options not strictly in transit.
- Four people did not want a connection to Virginia.
- From both scenarios: Lack of explicit provisions to encourage flex-time and work at home systems.
- Goal 1 speaks of moving people, goods, etc. – it does not talk about moving vehicles. The Road Emphasis Scenario is intended to move vehicles.
- I like the idea of spreading employment centers. We need a balanced approach to transportation and such centers. We can’t build roads alone to do this, nor can we accomplish this only with transit.
- I moved my family to Darnestown for the specific quality of life that it offers. More roads coming into my neighborhood will only bring more traffic into my neighborhood, not help me or my neighbors. We simply do not need any more major roads west of I-270. If you create a bridge to Virginia, you will be connecting a road over to a very congested Northern Virginia. Having said this, my feeling is that we do have congestion problems, but that we need to look much closer at the alternatives. My view is that we scrap the currently proposed scenarios and take a very strong look at new mass transit options. If we could agree on this approach, the right team of visionaries would likely come up with smart solutions. Nothing I have seen here addresses the year 2050. Sorry to be so negative. I just think there are a lot more options available for us as we envision 2050.
- I strongly believe that with a few exceptions such as an alternative crossing into Virginia, the construction of new roads is not the solution. Upgrading mass transit, on the other hand is. On a self-serving note, I see no reason for upsetting the environment with the construction of M83 to Clarksburg.
- I’d like to see more emphasis on transporting people within communities rather than across long distances.
- M-83 should not be in either scenario because of the severe impacts to Montgomery Village and the environment. I like to widen Brink, Wightman,

Snouffer School and Muncaster Mill Roads instead but not M28 to MD198: believe this is piece-mealing the ICC.

- M-83 unnecessary if 270/355 improved and transit implemented.
- M-83 was characterized as “non intrusive.” It is not! It disrupts Montgomery Village and the northern communities. It has been fought successfully for over 10 years – nearly all elected officials are against it. Why did it surface in both scenarios? I can’t believe that 34 people couldn’t have realized that the road is untenable. Was there no background information given on these projects?
- More roads and transit of reasonable cost are desperately needed. Montgomery County should support more connections to Prince George’s County and Northern Virginia and balance a regional approach, especially since most employment is not located in Montgomery County.
- Need a better mix of both scenarios and elected officials need to prioritize and fund. Good luck.
- Need to do them both (scenarios). Politicians need to have guts to build in accordance with master plan instead of trying to get reelected.
- One person wanted more information on a possible scaled down version such as smaller bridge for rail and other alternatives to car traffic.
- Rail option very good, new roads are a bad idea – too expensive.
- Short term goals: intersection improvements; better traffic management and flow/ tax incentives for telecommuting.
- The impact on so many neighborhoods with the Plan A Scenario is awful. Given the projected growth numbers all transportation planning long range has to focus on public transport and giving people the incentive and opportunity to live near where they work. Plan B makes so much more sense in every way. The purple line is most critical.
- The roads scenario displays total incomprehension of what many areas have learned over the last 40 years – that everyone cannot reasonably expect to drive 30 miles to work alone in a big car. Our population size and the distances over which we have spread out require rapid transit. Good move to shift jobs to the east and housing to the west. Good plan to concentrate development around transit nodes, and make those centers pleasant and walkable so people can walk or bike to transit.

- Why does Georgia Avenue get a busway and not a light rail line or a metro extension?
- Why is the corridor cities transitway a busway in the road scenario and a rail line in the transit scenario?

Comments on “Transit Emphasis” Scenario

- Another participant like the Georgetown Branch light rail option.
- Enhanced bus service, including easy access for high school students to their neighborhoods after school activities, and other short run, frequent routes that would reduce need for cars on many short trips.
- Extend Metro service to Dulles Airport.
- Extend the Metro from Shady Grove to Frederick.
- Favor a purple line.
- I favor the purple line.
- I think the Montrose Parkway could be eliminated to save money. After September 11, 2001, having people take five extra minutes to get to work is infinitesimal.
- I like Scenario B. However, much more emphasis needs to be put into light rail, extension of the Metro and bus service. I would much rather ride to work from my home if mass transit were available.
- I support the Transit scenario’s public transit and land use components. These seem key priorities to solve the long term transportation problems. I do not support the major road construction included in the transit scenario, since they are damaging to the environment and will contribute to more cars on our roads. A short-term priority should be to improve intersections of the existing roads.
- Improved transit is the answer since increased roads, bridges and tolls will only increase traffic and never solve it. Examples: Cross-Bronx Expressway – NYC – LA freeways.
- Light rail to Clarksburg – good.
- Major concern is the light rail terminus in Clarksburg. It should end farther north where evening commuters can have a good access to I-270 and 355.

- Mass transit does not work without high density - zone transit centers for high density - work facilitation and housing.
- Mass transit to Dulles.
- Mass transit to Kentlands.
- Metro has been a huge success. If mass transit/light rail is available, many people will use it. Look at BART in San Francisco as a good model – in a state where people love to drive their cars, BART has been a huge success.
- More effort to include “beltway” light rail.
- More Light Rail.
- More mass transit!!!
- More should be done to make buses an acceptable, comfortable way to get around. A bus network with lots of connections/transfers and close to neighborhoods is critical.
- No Bethesda-Silver Spring trolley if outer purple line is built.
- Not in favor of red line to Metro Grove if the line goes directly through Gaithersburg.
- One participant likes the light rail purple line and thinks the connections are good.
- Outer rapid transit (monorail, etc.) is the major important.
- Plan for more parking at the end of the line (if at Metro Grove). Shady Grove’s lot fills up very quickly.
- Prefer to see lower cost monorail than a purple line.
- Prefer to use a light rail system.
- Prefer transit with an east-west road across county.
- Project 67 – MARC North Bethesda (Montrose Crossing) Station – I’ve been told by Montgomery County and MTA officials that this will never get built. What is really going to happen?

- Project 70 North Bethesda Transitway is still listed as a “people mover.” Why? It has since been included as part of the Northern Purple line – heavy rail.
- Real incentives and encouragement for people to live near where they work and public transit that is efficient (more efficient than current supply of bus/train service).
- Running rail of any kind out I-270 road line.
- That the purple line (inner or outer) will suck funds from essential roads. Can you imagine having to evaluate Montgomery County via I-270?
- The cities corridor should go beyond Clarksburg to Frederick.
- The general transit emphasis is good if it were true. However, with the inclusion of so many roads the good is lost. The transit “concept” is good but M-83, as well as up-graded 28/198 connector, must be eliminated.
- The transit option doesn’t provide adequate Virginia access.
- There are bus routes that are doing very well but have never been studied for upgrades (either enhancements mentioned in the second bullet above) or upgrade to light rail. These include the C2 and C4 down University Boulevard between Wheaton and Prince George’s Plaza. Why?
- They liked the GA busway.
- Transit options should reflect our development goals. Community revitalization should be prioritized over contributing to sprawl.
- Wants the Shady Grove busway to go beyond Clarksburg to Urbana.
- Wants to research a dedicated lane for bus transit from Grovesnor to Forest Glen along the metro tracks (instead of purple line???)
- We moved to Maryland’s Montgomery County after reviewing the master plan extensively and now it seems all of the plan is being destroyed. No more sprawl. We must stop building of roads and bridges and focus on mass transit (i.e., light rail) and encourage commuters via incentives to take mass transit.
- Well-funded, well thought out public transit (light rails, nice transfer stops, i.e., bathrooms, shops, coffee shops, parking) should be encouraged.

- When will service on the MARC Brunswick line include mid-day, evening and weekend service?
- Why extend the red line to Metropolitan Grove? Wouldn't it be more cost effective to improve service on MARC? (The right of way already exists.) An alternative metro extension would be to go up 355 to Lake Forest Mall and Milestone Center.

Comments on “Road Emphasis” Scenario

- 28-198 needs to have minimal stops.
- Another idea is to build the Techway somewhere else other than Germantown. The soccer complex generates enough traffic.
- Anything less is not taking East-West traffic seriously.
- Beltway congestion could be effectively reduced by diverting North-South through traffic along the I-97/US 301 corridor.
- Building new highways will only temporarily ease congestion. Meanwhile it will destroy parkland/rural areas and quality of life.
- Consider Wooton Parkway interchange at 270.
- Do not build M-83 – this state road extension of Mid-County Highway will slice 3 communities out of Montgomery Village.
- Do not like the M-83 road approach/expansion.
- Don't build ICC.
- Don't build M-83!!!!
- Don't plan for more cars, shift to non-polluting, non-resource depleting, transportation alternatives! What are you waiting for?
- Don't widen I-270 unless you want to wait on the ramps while the Frederick traffic goes by.
- Eliminate lights at Gude, Bauer, Bel Pre, Georgia, Muncaster Mill, Baltimore, Edmonston Roads immediately.
- I am convinced that the FDA campus at White Oak will need several rail lines. GSA will provide 4000 parking spaces. Currently, FDA has 6000 employees

and this will increase to 8000. The question is: How will the rail lines get there? Three possibilities and I favor them all: New Hampshire Avenue, Colesville Road, plus Northern Purple line (Montgomery Mall-Grosvenor-Wheaton-White Oak).

- I am for ICC as long as you can cut M83. I do not want M83.
- I am opposed to ICC and all new major roads, especially those that impinge on remaining wet areas/green space, i.e., Rock Creek stream valley, Paint Branch, etc.
- I reluctantly think that both the ICC and the outer Potomac bridge will be built, but politically it will be very painful.
- I understand that the “transit spur to FDA/west farm” involves going up New Hampshire Avenue. Presumably the mode will be a surface light rail line. Why is MD 650 a better option than US 29? Both would involve taking away highway lanes to build rail. The only answer I have heard is that community opposition along US 29 is so well organized. (My view is that below grade heavy rail is justified on both US 29 and MD 650.)
- I’m requesting sound barrier walls and additional landscaping if techway is approved.
- I’m very concerned about building M83. I don’t understand how this road will help alleviate congestions. There will be 3 major highways running north/south within 5 miles of each other. (270 – 8 lanes; 355 – 6 lanes, M83 – 6 lanes). What will allow all the traffic to empty out of these highways?
- If all facilities were implemented in both roads and transit scenario, it would probably be too little too late! However, I strongly favor the roads emphasis, with a Techway and a full ICC.
- Improvements to existing highway designs to improve traffic flow. One example being the one lane entrance to the Dulles Toll Road from the Outer Loop (I-495). Additional exit ramp lanes would greatly relieve congestion from the Dulles Toll Road back to the I-270 spur.
- In favor of the 28-198/ east-west connector.
- Interstate highways, like I-270, are for moving cars and trucks from state to state. How can a County widen an interstate highway?
- Land use is approaching build out according to General and Master Plans. Roads need to be completed in Master Plans, including ICC.

- Limiting any new roads which will only further development and suburban sprawl.
- Long range goals: multiple east/west and north/south paths; likes the three 10 mile out beltways (add the two planned beltway).
- M83 should not be extended from Montgomery Village Avenue to MD27. A better alternative (faster, cheaper, less environmental impact) is to widen Snouffer School Road, Wightman Road at Brink Road (like Scenario B for Muncaster Mill Road).
- Make the people who use the roads pay for them. To a certain extent this is happening with transit already.
- More east/west and north/south connections need to be worked on (i.e., with intersection improvements because there are too many stop lights).
- Need better connection from Norbeck to Muncaster Mill to alleviate the congestion.
- No extension of mid-county highway
- No highway through Spring Meadows, Darnestown, Maryland.
- No more roads. This will attract more traffic to our established communities and it will severely destroy quality of life. We must preserve green space, agricultural preserve, our communities, the beautiful natural environment of Montgomery County will be destroyed for our children and grandchildren.
- No Watkins Mill/I-270 Interchange.
- Oppose M-83 lengthening!
- Oppose widening extending 28 or 98!
- Plan to remove Viers Mill and 355 lights.
- Please review HOV lane restrictions. Many cities have proof that HOV does not work.
- Road emphasis would increase traffic from Virginia if a bridge were built.
- Roads not the answer. They will fill up, will be stuck with the same problem.
- The increase in roads is not in Montgomery County's best interest. It adds noise and air pollution.

- The road/bridge scenario will not significantly divert existing Beltway traffic. It will just induce interstate commuting, freight hauling and North-South through traffic. This will exacerbate, rather than alleviate the current traffic congestion in Montgomery County. It will degrade the environment and destroy the communities through which it passes. It will subject Upper Montgomery County to intolerable developmental pressures.
- The road-emphasis vision is no sort of vision at all but merely an expansion of the current problem. We need new means of achieving our transit goals.
- There seems to be a very high likelihood that scenario A road will lead to more construction and more congestion rather than less.
- Time 355 and Viers Mill much better.
- Two people were in favor of the Techway.
- Wanted shoulder allowed lanes for HOV buses in the County.
- We need limit access expressway without lights every 400 feet.
- We need mobility. Where are all the roads that were planned!
- We need ramp metering on I-270.
- We need wider, better, safer roads running east-west to carry commercial traffic
- Why HOV proposals now when it doesn't work? Given policy regarding Point of Rocks Crossing, why are any alternatives being promulgated?
- Everyone in the group was in favor of widening 270 and 355. But not River Road.

Comments on Potomac River Crossing and Techway

- A bridge over the Potomac and changes to the road use (and zoning) in the western part of the community is in direct conflict with bases for the Master Plan. The Task Force needs to respect the intent of the plan.
- A bridge over the Potomac only takes into account the traffic congestion once you enter Virginia. Building a bridge will not relieve congestion since Virginia Route 7100 Fairfax County Parkway is already over congested.

- Consider adding not one, but multiple bridges across the Potomac. They don't all have to be as wide as the American Legion Bridge.
- Could Potomac River Crossing exist in another location? Additional density at Metro concerns me.
- I am against a Bridge Crossing.
- Land bridges that allow wildlife to cross over busy highways that bisect greenways.
- No bridges across Potomac.
- No Techway from Virginia to Maryland.
- No Virginia-Maryland bridge. It would spur development in the wrong areas (rural, reserve areas).
- Strongly opposed to Potomac River crossing into the county and widening local roads in Potomac.
- Support the master plan which makes it clear that this is no place in Montgomery County for another bridge.
- Techway Bridge – I would support only if limited to transit and hiker/biker.
- The “low Techway” bridge is a very bad idea.

Comments on Other Facilities in Scenarios

- A program for relief from real estate transaction taxes would encourage people to move closer to their work and travel less.
- City Car Plan – shared community cars. Borrowable bikes in urban centers.
- Emphasis should be focused on encouraging business and government to establish work at home accommodations, alternative work weeks, etc. Mass transportation must be expanded in a limited and rationale way.
- In general, more attention to short trip reduction. Most car trips are under 7-10 miles.
- Need for pedestrian cycle routes to allow commuting by bicycle.
- Very little mention of bicycles, bike lanes, parking, showers, locker rooms.

- We need an interstate network of hiker/biker trails for safe pedestrian options.

Comments on Financing

- Commercial vehicles should pay tolls for funding of new roads.
- Further road tax should be paid by incoming vehicles from D.C. and Virginia (commuter tax).
- Increased gas tax: decrease road congestion, increase revenue, decrease dependence on foreign oil.
- Tax commercial vehicles to fund improvements.
- Tolls for new roads are more acceptable than sales tax increase.
- Use federal dollars to fund public transport.
- We have the highest gas taxes in the area. Where are they going!
- Why has the MARC Camden line gotten all (or most) of the \$26 million from Maryland DOT?

Comments on Modeling

- Basic assumption that there will be growth at the current rate when job conditions are changing, e.g., working from home, flex hours.
- Lack of treatment of Northern County traffic.
- Try not to make options too complex. Do not include diverse elements in basic transportation alternatives.
- We cannot accurately forecast anything in ten years let alone 50 years. People likely will not be commuting in 50 years.
- Comments on Housing and Growth
- Allow efficient land use to provide more housing to keep pace with job growth. This is the source of traffic and sprawl.
- Box stores. We need to encourage a system which distributes groceries and building/maintenance (i.e., hardware) supplies to neighborhood outlets, within hiker/biker distance.

- Encouraging growth around work centers is an excellent idea.
- Further development should be discouraged by fees imposed to pay the capital costs of mass transit expansion and road improvements required to accommodate the increased transportation needs.
- Growth is not inevitable! Growth is not the result of us having children, it results from intentional development. We have to import people to fill all the jobs we are creating, many of them from abroad.
- Growth must be slowed now so that we can catch up our transit with the population that already lives here now. Transportation solutions always lag woefully behind development. Let's catch up before the balloon pops!
- I suppose rezoning to increase proximity of work and residences....especially since key transportation components of the master plan were never constructed.
- I understand that rate of growth was a given in this problem, but I'd just like to state that I think a slower rate would allow time for much better development.
- Key thing: County, by itself, can do is stop housing construction.
- Low-growth goal.
- Montgomery County government should HALT further residential development until there are adequate public facilities to support it, including schools, parks and roads.
- More strategically located "hubs" to encourage development that has business (real – tech jobs, not Burger King) with homes with retail, with transit not more roads. The wedge concept is not working.
- Small commercial zoning (mom and pop stores) in residential areas to reduce short trips.
- The idea of "growth" should be more defined.
- Too late to change land use. Should have been done 15 years ago.
- Who is responsible for the big picture? Why can't you recommend that office construction and housing construction be stopped until roads and transit and school construction is caught up to our congestion? Various people in the room were for or against specific road or rail projects. Something does have to be done, and soon. But it is irresponsible bulldoze peoples homes and

parks, for road or rail projects without requiring a building. Moratorium. I think every one in the room tonight could agree on that.

- Whole concept predicated on necessity and desirability of growth; giving more or less lip service to environmental preservation. What I mean is any increase in roads (even mass transit) will usurp private property farmland or wildlife habitat.
- You have to limit growth in the County. Otherwise, you will have congestion no matter what approach is selected.
- You need to look at the engine of growth and ask yourselves how long we can continue to lure business and housing to our county without irretrievably damaging our environment and quality of life. Push back on the growth rate. There is no way we will be able to accommodate all this growth!!!

Comments on Task Force and the Process

- Cost/benefit analysis of road and transit scenarios.
- Difficult to complete survey. Need much more time.
- I really don't feel the questionnaire is fair. My opinion cannot be captured unless in writing.
- I'm president of our HOA and there was no notification given to our community. Nor to the community liaison of Germantown, Marilyn Balcombe.
- Montgomery Village should be added to all maps so that people can see the impact from M-83 to the Village.
- Thank you for your dedication.
- These meetings should start at 7:30. 7:00 is too early for people to get home from work and to dinner and start homework. (I was unable to catch the presentation segment and feel unqualified to complete the questionnaire.)

General Comments

- As we look to road use tolls, consider from the outset advantages of an Ezpass type of electronic system to speed traffic and reduce toll-collecting costs.
- Encourage telecommuting from home. Encourage companies to vary work hours.

- I hope that the individuals who are directly affected will have a say in the final planning.
- I understand that the Task Force is working with given projections, but we must as a society begin quickly to look at ways to decrease our dependence on automobiles rather than to accommodate the trends toward increasing vehicle-miles.
- I would like to have information that differentiates “commuting traffic” from passing through the Washington, D.C. area to other cities (i.e., north/south and east/west truck traffic, freight, etc.).
- I’d like to see strong monetary incentives for choosing to live near one’s work.
- Involve other counties, Maryland, and the state. We need to look 100 years ahead, and scope out all major roads. Not after the homes have been built, nor after developers have purchased the land, so that roads are built around the developers.
- Montgomery County is a pass through county with more people coming in and going out than Montgomery contributes in my opinion.
- Need real incentives to encourage people to live close to place of work (property tax breaks, etc.)
- Not sufficient emphasis on the new work style allowing people to work at home, to have tax credits, to encourage employers to allow employees to work at home.
- Our table liked Rudolpho. He was informative and helpful and we agreed with him. At least I did.
- Revitalization of Wheaton/Silver Spring.
- Save paper. Put it on your web site!!!
- State and multi-state involvement.
- There were several recommendations in the HOV and transitway network master plan (which unfortunately never made it beyond the alternative report) that are not listed here. These include bus enhancements on Veirs Mill Road, Randolph Road and Norbeck Road, Enhancements include queue jumper lanes, signal enhancements, more shelters, etc. Whatever became of them?

- Very concerned about commercial traffic from Virginia coming into Montgomery County.
- We are at war. We need to take road improvements in association with other needs. We need to protect roads, buildings, and jobs, our home. We need permanent classrooms for our kids (as so many portable classrooms). With terrorist threats still coming, I'd want my kids in real classrooms for their safety.
- We are the Nations Capital. Let's act like it and obtain national funding.
- We need a much greater emphasis on telecommuting to reduce automobile use.
- We need increased school transportation to reduce the number of parents dropping children at school.

Comments on the Environment

- Do not like proposed M-83 idea. Too much environmental damage.
- I am very much for controlled, environmentally sensitive growth. This can be accomplished through the transit scenario. I am very much against more roads (roads scenario) which ruin neighborhoods, add to sprawl, uncontrolled growth, increased air pollution, and which disseminate the environment. The bridge proposal will ruin neighborhoods. This is not acceptable!
- I believe in investing now in a good light rail system that protects our environment. I don't want to turn Montgomery County into the Los Angeles freeway and live in smog and noise. There are suburbs in Connecticut that commute to New York City that have maintained rustic roads and a pleasant environment.
- More parks in walking distance.
- Need to know numbers of real environmental impact.
- Please can we protect our environment?
- Protect open land, parkland, and agricultural areas, and green space.
- Protect quality of life by supporting low emissions mass transit and light rail.
- Stop parklands!

- The environmental impact was not addressed. The fact that the County is about to exceed federal air quality limits yet the Task Force came up with a road scenario, which is ridiculous. It looks like a plan from the 1950's.
- The purple line spur to FDA may have environmental problems.
- There should be something in these scenarios (as presented to the public) evaluating the amount of environmental and community damage. We need to see how each of these scenarios relates to the goals you've established.
- Use reserved right of ways to their maximum. Adhere with environmental safeguards – bridge wetlands, design with scenic environment, neighborhood livability in mind.
- We don't need pollution, noise, and traffic hazards to our children!
- We received no information on the environmental impacts of the individual roads/ scenarios, so tough to make an informed decision. However, seems clear enough that the transit scenario is far superior to building more roads. M83 extended and Eastern Parkway of ICC should be removed from the plan. Also, get the Montrose Parkway out of the plan!

Casey Center, October 11

Summary of Preferences from Questionnaire

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	28	50	4
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	31	48	5
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	32	47	4
How this scenario adheres to projected land use patterns	19	48	7
How this scenario approaches transit	22	59	0
How this scenario approaches congestion relief	21	62	0
How this scenario protects the environment	17	60	2
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	35	50	2
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	24	62	1
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	69	11	6

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	65	18	3
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	56	23	6
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	58	22	3
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	66	15	5
How this scenario approaches additional roads and road improvements	43	35	2
How this scenario approaches congestion relief	58	23	1
How this scenario protects the environment	60	15	2
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	80	5	3
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	55	25	6

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	47	23	5	5
I support using tolls on new roads to pay for them.	18	29	12	22
I support a sales tax increase to fund transportation improvements.	15	18	18	31
I support a gas tax increase to fund transportation improvements.	40	12	11	21

Transportation Policy Task Force

Round 2 Community Workshop Montgomery Blair High School, Silver Spring October 15, 2001

More than 100 people attended the Community Workshop held in the Cafeteria at Montgomery Blair High School, Silver Spring. Eighty-one filled out questionnaires. About 34% of those who indicated their addresses on the questionnaire were from Silver Spring, 7% each were from Takoma Park and Darnestown, and 5% from Rockville. Other communities with representation included Germantown, Bethesda, and Potomac.

Feedback from participants was received through a questionnaire and the results are reported below. In the first section, we report on the comments that were received⁵. The second section reports on the preference questions.

Comments on Both Scenarios

- “In 50 years of highway building we have not paved our way out of congestion.” What is needed is a fundamental change in the way people get around. This cannot be accomplished by building major highways. The new concept must be a network of transitways to provide a significant effective alternative. I would like some particulars of what you mean by an “enhanced bus network.” Do you mean new routes? Will you add service to existing routes? Will you turn the world upside down and reinvent the wheel (literally and figuratively)? Will there be a mix of the above? Of course, I support a mix of new routes and adding to existing routes. A colleague of mine, for instance, can get to work in 10 minutes via auto but it takes more than an hour via bus. This is in spite of the fact that the commute is between Norbeck Road and Twinbrook Parkway in Rockville. A new direct route could solve this rather than the currently existing circuitous series of routes that. The new paradigm is new suburb-to-suburb bus service that stands alone rather than serves rail. Do not settle for only one “purple line.” The effect on Beltway traffic will be negligible, i.e., less than 1% (according to report submitted to the County Council by Glenn Orlin). You need a network of rail lines and transitways. I doubt that the spur to FDA will have much success. It begins at Langley Park and goes up MD650 (New Hampshire Avenue). Therefore it approaches the FDA Campus at White Oak from the south. Most FDA employees live in Rockville and Gaithersburg – to the north and west of the campus. It would require commuters to go to Bethesda or Silver Spring, travel east and then north again. In short, the trip will take too long. White Oak should have a network of rail lines from several different directions. One

⁵ Personal comments are not included.

possibility is to improve service on MARC such that commuters can come on the Brunswick line from Gaithersburg and Rockville and transfer to the purple line at Silver Spring. This would require an enormous increase in MARC service. New trains, new track and new signals would all be needed.

- Has the Task Force, in either of the two Plans, considered the cost impact to households around the county, especially lower-income households?
- I am happy to hear that you all are considering a blend of transit and roads. Both will be necessary to address our problems.
- I do not believe that the transportation problem in 2050 will be as bad as you project it to be. The reason is that for many jobs people will be telecommuting, probably at least 3 days per week in 2050. You need to readjust your projections based on scenarios such as this.
- I feel strongly that local and state government should keep trust with the community do the ICC, no Potomac River Bridge, more transits, limited road widening.
- It is best to build no new roads, transit, or buildings.
- Making public aware of cost of roads – currently and in future – roads are seen as given but they cost, for building, maintenance, environmental effects. Transit costs are always seen as high but not real comparison.
- Master Plan integrity must be considered in the judgment of alternative. Those changes which conform with Master Plan will be easily sold to voters. Radical changes – New road beds and to a less extent new transit rail right-of-way's have a great impact to those who made personal decisions to live in the environment that is in the agreed master plan.
- More attention should be given to more efficient use of existing transportation resources, i.e., increased parking facilities at metro stops; better linkages and unified fare structures, better transit systems; better advertising of transit options.
- Need more transportation in the evening.
- Policies that promote less cars and more mass transit.
- Regardless of scenario, connect Montgomery to Virginia and Prince George's County better than we currently do. We are one region.
- Transit emphasis good, but needs ICC as well.

- What is missing from either of the scenarios – this necessitates too many Master Plan changes.
- What are missing from either scenario? Probably too isolated from relevant factors in neighboring jurisdictions which will have big impact on transport. Air quality should get more emphasis and water quality. What of gasoline unavailability or extreme pricing increase? Likely in 100 years, if not 50 years.

Comments on “Transit” Scenario

- “Georgetown Branch Transitway/Trail” right-of-way is not ‘abandoned’ and unweeded. It now has a high use as a park trail. I can support transit in this corridor if it is an Inner Purple Line east to College Park. If only Bethesda to Silver Spring, I question if the benefit outweighs the loss of park and impact on the trail.
- Use trolleys on roads! Get cars off and more masses on.
- Concerned about the quality of the Capital Crescent trail, but support Bethesda and Silver Spring transit connection.
- Consideration of Monorail possibilities. In Portland, Oregon the monorail not only helps to relieve traffic congestion, but does not have the “social stigma” that often inhibits the growth of bus transportation and adds to the attractiveness of the city. It actually makes the city more interesting.
- Day care/Elder care needs to be at Metro/transit hubs to allow more transit use.
- Emphasize reduction in transit time and reduce congestion in center city for Metro with additional cross-county purple transit lines expanded MARC service.
- Expanded MARC service throughout day and on weekend.
- I believe increased public transit facilities, “smart growth” to bring jobs and housing closer together, and preservation of open space, will be more effective in reducing congestion and improving the quality of life than more road building for more cars.
- I believe transit is much more progressive and has more potential to solve transportation problems. More roads are just a temporary solution that eventually gets you back to the same old problem.

- I like extending the red line. Our bus system needs vast improvements, but are people going to use it?
- I strongly support the Transit Scenario. The environment should be protected. People should be encouraged to use public transportation.
- I strongly support transit Plan B. I don't believe adding more roads or widening existing roads alleviates congestion in any significant ways. An increase in public transit and improvements will increase ridership which will decrease congestion and also decrease air pollution.
- I support Bethesda to Silver Spring transit underground – not above ground.
- I support the extension of the red line in addition to the Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)
- I think many ideas in “Scenario B” are better than what I've seen. I'd like to see no additional roads such as the FDA spur. I repeat...no additional roads. The expansion of existing roads is fine but we need lanes specifically for mass transit such as buses so they don't slow down traffic, and so they speed up on transport. Mass transport along the corridors is essential and I like increasing development a little to the east.
- I went to the University of Maryland for 4 years, and even though it would be out of my way now, I still would love to see the purple line built, for Montgomery County and as a safe travel for high school and college students.
- I would like this (The Georgetown Branch) connection if it were underground.
- Improvement of comfort elements in public transit would help to overcome resistance.
- Monorail up 29 (or anywhere).
- Monorail.
- Montgomery County needs to expand on bus and rail instead of building more roads.
- Place more emphasis on mass transit. It now takes too long to travel from Point A to Point B on the system.
- Need outer purple line. Need light rail and heavy rail to White Oak and to other east county growth centers. Must enhance transit scenario by not

building new roads. Must allow road congestion to force people to use subsidized transit.

- Need rail on the Route 29 corridor.
- Purple line from New Carrollton to Tyson is very important.
- Scenario B can grow with the future needs.
- The concept of shifting land use balance to integrate with the transit is critical. Therefore, I like the concept of the transit scenario. The Road Scenario does not prevent sprawl that will clog the roads in the future.
- The plan should include monorail, particularly in the 29 corridor.
- The purple line – only if underground.
- The purple line is crucial for better east-west travel and AMTRAK connections. A lack of transit options up US 29 is the missing gap. Adding jobs to the eastern half without addressing this issue is not smart policy planning.
- The purple line should consider the new Federal Research Center in White Oak (FDA).
- Transit has to run more often, regular schedules, up to minute schedule – next bus in X minutes – have to provide individual rides in emergency if not frequent service.
- Transit must be more efficient and enjoyable than driving a car!
- Transit scenario: Any links east or west out of the county beyond the Beltway.
- Transit to MARC to BWI and Dulles.
- Transit will cut traffic and allow environment to prosper rather than more pollution.
- We need additional mass transit.
- Where is monorail?
- Unlimited parking in Metro lots.

- What is missing is increasing the parking at metro stations, more bus lines to existing metro stations and why not double deck the Beltway and major roads as done in other states. This would cost less than \$8-9 billion and have little or no environmental impact. Has it ever been considered?

Comments on “Roads” Scenario

- Do not build an “ICC” by completing connecting roads to MD28/198 widening project that is already funded.
- For \$8-9 billion dollars, consider decking over the Beltway to double its capacity with minimal right-of-way expansion.
- I do not feel HOV lanes help the congestion as proven by the leg from 495 to I-270.
- I especially do not like this ICC proposal!
- Adequate highways, at least ICC (but I prefer many more roads).
- I support no free non-carpool/HOV employee parking. There is a cost to allowing land use for parking and employees have to realize it. Employers should have to provide transit reimbursement if give free parking.
- I support this scenario conditioned on the removal of the eastern parkway, FDA access road, M-83 to Clarksburg, and the upgraded (4-lane) 28-198 highway from the scenario.
- I would support the ICC on the Master Plan alignment if it would take at least twice the traffic off the Beltway.
- I-270 widening is needed but is not enough.
- Make heavy use of HOV lanes including on Connecticut Avenue, Georgia Avenue, Route 28, etc. Build the ICC but as a parkway - not a road like I-270!
- Must not build east-west roads and highways.
- Need more bus transportation late at night.
- No ICC!!!
- Road Emphasis Scenario – it is shortsighted and will destroy the environment!

- Road emphasis: Impact on land use patterns cannot be avoided. Changes will occur.
- Road scenario: Parkway (limited access). Techway (“low” techway) does more harm than good. Purple Line (outer).
- Scenario A – This scenario laughs at smart and wise people friendly approach to growth. It’s an approach similar to Robert Moses of New York City. It failed and history laughed at it. I do not support Scenario A.
- Scenario A does not address flexibility to grow further.
- The ICC is crucial to better east-west travel and connections to BWI.
- The road plan does not adhere to Master Plan.
- Transportation must not increase additional roads in areas where there are none.
- Why isn’t the ICC DEAD?

Comments on Potomac River Crossing and Techway

- A Potomac River Crossing should be built along the 301 corridor.
- A western crossing will push development away from the corridor and urban regions.
- Building a bridge will bring Virginia’s problems with traffic to Maryland. It will kill too many agricultural regions only to promote traffic and more cars and pollution.
- I am concerned that the Potomac Bridge needs new roads, and cannot be done with a mere “upgrade.”
- It is evident that the Potomac River crossing has the greatest expenses with the largest negative environmental impact, and the least benefit to the overall county residents, i.e., those people who are going to pay for this.
- Regarding the Potomac River crossing – How about adding 2 or 3 ferries, but no major road widening or new roads between Potomac and Poolesville to relieve Beltway congestion.
- The Potomac crossing is destructive to the environment and historic areas.

- The proposed Potomac River crossing and associated roads completely destroys the fundamental plan of the Potomac Master Plan. It would require a complete alteration of the road system in the most sensitive area (environmentally) of the county.
- The Techway Potomac crossing does not fit into the Montgomery County Master Plan. Essentially rural or semi-rural areas in the western part of the county would lose their rural character if the bridge went in.

Comments on Other Facilities in Scenarios

- Every new road should have a dedicated bikeway to reduce auto use.
- If airport access is driving Plan A, can you consider a northern or west airport?

Comments on Financing

- I feel strongly that a gas tax increase should be used to fund the transportation improvements and at the same time presents an incentive for people to use public transportation!
- I would consider supporting a gas tax increase to fund transportation improvements if gas prices go down.
- I would like to see “Full cost accounting” to address and place cost values on the ecological services provided by existing forests, wetlands, floodplains, ...etc. Next I would like to see an evaluation that factors in these “costs” when evaluating the transit and roads scenarios and each of their individual projects. After this is done, we can better appreciate the actual monetary costs to our communities.
- Tax people with more than one or two cars at an increased rate.
- Tolls are a ridiculous idea that frustrates people and slows down traffic.
- Where is the proposal for higher income tax – in Survey question #5, the first point above?

Comments on Modeling

- Many of the maps were missing complete legends. How were we to know what a red, purple or orange line means without a key or legend!

Comments on Housing and Growth

- I have heard that 75% of trips are generated for non-work related travel. Given that fact, I support new development to be planned around transit stations. Around existing development I favor better bus service. People need to have transit, pedestrian and bike access to essential services, i.e., groceries, library, day care, schools. I like the way it (transit scenario) connects jobs to transit. Citizens need options to driving in order to get to work, buy groceries, pick up kids from day care.
- Must decrease planned densities near I-270. Must increase planned densities near metro stations. Must reject road emphasis scenario. It leads to sprawl and more traffic congestion. It has created the present problem.
- My last point is that unless we address growth rates and kinds of growth we can build all of the transit and roads and still be in congestion. We need to severely limit growth and revisit the issues within our Master Plans. I question the wisdom of these plans so long as they permit the engine of growth to cause more congestion.
- Planned land use densities throughout the county. This is needed to prevent gridlock.
- Reduce growth of both work and housing projections.
- Some management of growth! I don't think it makes sense to increase housing and jobs by 50% when congestion is so bad.
- There is a need for "sustainable neighborhoods" and slower growth.
- We need growth limits much more severe than our current growth policy. The TPR does not address this.
- We need to slow growth of housing! I would like to receive a copy of the final report.

Comments on Task Force Process

- I would have more faith in the TPR Task Force objectively supporting transit if they had picked metro accessible locations for the public forums. I have numerous concerns with the composition of the Task Force. I do not feel like they truly represent the average county citizen. Too many corporate interests! Paid lobbyists should not be allowed to be a part of the Task Force no matter whether they support transit or roads. Also, I suspect that transit

usage for the purple line is under estimated because local authorities have underestimated almost all past projections of transit usage.

- Inner Purple Line must go to White Oak and the FDA. It is not clear that this is an integral part of the plan.
- None of the meetings of this Task Force are within walking distance of Metro stations. This biases the survey toward people who drive and favors road emphasis.
- Thanks for having the meetings!
- Thanks for working on these difficult issues!
- The outreach (advance notice) for these meetings was poor. I just heard about it this weekend. It's very difficult to drop everything in an insanely busy week to come to your meeting. Most civic-minded folks are very busy. So you need to do a better job in this. Also provide other means for folks to provide input.
- Why is the Task Force so biased toward Road Building??
- "Congestion relief" too narrowly defined to mean automobile congestion – options to automobile transportation should count as a measure of "congestion relief."
- Encourage staggering work and school hours to spread out transit and road use.

General Comments

- It appears that traffic from outside of the region and state has been factored in.
- Lack of control from adjacent counties: Frederick, Washington, D.C, West Virginia, Anne Arundel, and Prince George's.
- Reduction in the use/need of the auto by raising price of gas; requiring day care at work place; raising the concentration of housing near transit; rewarding work places that use telecommuting; etc.

Comments on the Environment

- Be careful to respect local agreements regarding green space, e.g., Takoma Metro issue.

- Environmental Impact Study on Master Plan alignment should be completed before we are asked to support building ICC on that route. How much would it cost?
- Has the impact of M-83 on the environment and community been studied?
- I do not like that the ICC must cross/impact three watersheds, however, that said, I could support the Master Plan Alignment if it were end-on aerial construction through all the parks or even in tunnels.
- I would hope we do not destroy our farmland and communities with more roads, with ore traffic.
- Impact on parks and quality of life of Plan A is not considered.
- The encouragement to choose on a continuum between transit oriented and road oriented presents a somewhat false dichotomy. In my view the transit alternative is good but not strong enough in choosing transit. The lack of this dooms most of the county to eternal traffic congestion. Need two or three purple lines to encourage use of transit and decrease use of automobiles outside of Beltway. This area lacks sidewalks.

Montgomery Blair High School, October 15
Summary of Preferences from Questionnaire

1. Tell us what you like and do not like about the Road Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	30	40	4
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	27	45	3
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	25	42	8
How this scenario adheres to projected land use patterns	21	46	7
How this scenario approaches transit	16	58	3
How this scenario approaches congestion relief	23	51	1
How this scenario protects the environment	9	61	3
The InterCounty Connector (ICC) on the Master Plan alignment (A six-lane limited access roadway which includes 2 HOV lanes. The ICC crosses the county from I-370 to US 1, north of the Beltway.)	25	47	3
A four-lane lane Potomac River crossing between Virginia and a widened and upgraded local road network in Potomac.	17	60	1
The Georgetown Branch (A light rail line or trolley from Bethesda to Silver Spring.)	60	15	1

2. Tell us what you like and do not like about the Transit Emphasis Scenario

	I like this attribute	I do not like this attribute	This does not matter to me
The approach to regional connectivity (How Montgomery County is linked to adjacent jurisdictions.)	64	9	3
The approach to east west connections (How a person is able to travel from eastern locations in the County to western destinations or vice versa with the recommendations in this scenario.)	65	9	3
The approach to north south connections (How a person is able to travel from southern locations in the County to northern locations or vice versa with the recommendations in this scenario.)	59	11	4
How this scenario proposes to change land use patterns (This includes adding more housing near transit stations and seeking to better balance jobs and housing in the eastern and western parts of the County. This means shifting some future jobs from the I-270 corridor to eastern County and shifting some new housing from the rural area to the I-270 corridor and the urban ring.)	64	10	3
How this scenario approaches additional roads and road improvements	47	17	5
How this scenario approaches congestion relief	58	12	4
How this scenario protects the environment	66	4	2
The Inner Purple Line (An addition to the Metro System that will extend in an arc from New Carrollton to Tyson's Corner with stops in places like College Park, Langley Park, Bethesda, and Silver Spring.)	72	5	0
The proposed improvements to cross-county travel (Widening of Muncaster Mill, connecting to widened Routes 28 and 198 at Georgia Avenue.)	46	18	8

3. Please tell us what you think about financing transportation improvements.

	I strongly agree	I somewhat agree	I somewhat disagree	I strongly disagree
I support finding additional revenue sources to pay for transportation improvements.	41	27	3	4
I support using tolls on new roads to pay for them.	28	24	8	16
I support a sales tax increase to fund transportation improvements.	20	20	17	17
I support a gas tax increase to fund transportation improvements.	40	19	5	12

NEWS ARTICLES FOR LOCAL PRINT MEDIA

Montgomery County Gazette

Point-counterpoint: Looking for a way out of the maze

Sep. 28, 2001

The Montgomery County Planning Board last year created the Transportation Policy Task Force and charged it with reaching a consensus on long-term transportation needs for the county.

The task force is expected to produce a report with a range of options and recommendations for the Planning Board and County Council by the end of the year.

But, before that report is completed, the task force will present its alternative scenarios during several public workshops, beginning Oct. 1.

To help the public understand the divergent views being discussed by the 35-member group, Pamela Lindstrom and Trent Kittleman, task force members, prepared the following reports, one focusing on mass transit and the other on more roads.

Choosing communities, not just travel by Pamela Lindstrom

Road advocates and environmentalists alike suffer from road congestion.

The difference is our meditation while sitting in traffic. Road advocates dream of driving faster. Planning advocates like me dream of slower roads with wide sidewalks that are safe for pedestrians to cross.

Mine is not a "mobility" dream, but rather a "community" dream, communities that have, not roads for car and truck travel, but streets and boulevards for community building.

On Montgomery County's Transportation Policy Task Force, we are urged to "think out of the box." But like much of the populace, some members think we have to do something to increase the capacity of roads and relieve congestion. Their future is like the present only bigger and better.

My "forward to the past" dream is seen as pleasant but unattainable and even, as one task force member said, absurd.

These very different approaches characterize the two scenarios for the future, developed by task force members. It's not just whether to build bypass freeways like the Intercounty Connector, but what to do about Rockville Pike or Frederick Road, the various manifestations of Route 355. If we enlarge the roads leading to Route 355, then we need to enlarge the capacity of the Pike as well. We need to build interchanges and more parking facilities.

On the other hand, do we remodel Route 355 into a real Main Street for Montgomery County? Should more people live along it, in compact urban communities within walking distance of Metro stations? Should parking lots be redeveloped, crosswalks and sidewalks be expanded, and buses carry people from home or work to local stores?

Residents and business people who attended the planning charrettes, intense communal planning days, for the Wheaton, Twinbrook and Shady Grove Metro neighborhoods, voted overwhelmingly for these urbane communities. They are incorporated into the task force's transit-oriented scenario. But there remains the great question: more residents, slower roads -- isn't that a recipe for congestion disaster?

We on the task force are learning to pore over tables of output from computer models, and visualize the future. We modeled two very different approaches:

- *Build more roads, including bypass freeways, widen and speed flow on existing roads, in an effort to improve car travel for people who live and work according to current growth plans.

- *Plan for more people to live in urban centers. Add road capacity sparingly, either to add alternative streets that parallel overused arterials like Rockville Pike, or to relieve particularly bad bottlenecks like Interstate 270 north of Germantown.

- *Build transit facilities like: a Purple Line connecting Bethesda and Silver Spring to Tyson's Corner and College Park; an extension of the Metro Red Line from Shady Grove to Metropolitan Grove; and transit connecting Germantown, Clarksburg and western Gaithersburg to Metro.

The impact of these opposite strategies is not what you would expect. The second approach not only allows more people to use transit, it is no worse for the average road commuter.

In the first scenario, a commuter would drive farther on roads more congested than today. She would drive at a faster speed than with the second approach, but since the distance is greater, the time taken by the average commute would be greater. Although she would suffer more congestion than today, she would have access to more jobs in a 45-minute commute, mainly by car.

In the second scenario, people would live closer to their jobs and other destinations. Our average car commuter would drive a shorter distance, for a shorter time, but at a slower speed, because congestion is somewhat greater. She would still have access to many more jobs than the 2001 commuter, many of them by transit.

Traffic congestion on major roads like Rockville Pike do not appear to be worse in one scenario than in the other. This matches experience in places like downtown Arlington, Va., where road congestion is actually low.

Destruction of nature, air and water pollution, global warming, are all reduced with the

transit scenario.

A final issue: The transit-centered approach assumes that more people will want to live in urbane communities, than do today. This does not mean that families with children will be offered apartments instead of detached houses. But more of us will be empty nesters and young professionals; more of these folks will choose communities like Bethesda or King Farm in Rockville.

Remember the initial debate: Is it absurd to think we could bring more jobs and housing to our urban corridors, add only a little new road capacity, and not bring on congestion meltdown? Would there be real gains on congestion by serving a more sprawling growth pattern with more roads?

The answer appears to be that there are no clear gains. It really is more efficient to serve a compact growth pattern with transit and secondary road improvements, than to serve dispersed suburbs with bigger roads. All you can say in favor of the road scenario is that people can drive longer distances at higher, though lower than current, speeds. But it takes longer to reach their destinations.

The main difference between these scenarios is not travel efficiency. The main difference is transit-served, pedestrian-friendly communities and preserved countryside; versus the ability to drive farther at slightly less degraded speeds. We can vote with our hearts.

Pamela Lindstrom of Gaithersburg is a leader of the Montgomery County Citizens Planning Association, which advocates for livable, environmentally sustainable communities and transit.

Broken promises: The roads not built by Trent Kittleman

In the last seven years, the state has probably spent most of Montgomery County's transportation tax dollars in Howard and Anne Arundel counties. Why? Because Howard and Anne Arundel make plans and follow them. Montgomery makes plans, revises them, and then appoints a task force to make new plans.

In the 1960s, Montgomery County completed a comprehensive general plan that established the wedges and corridors growth pattern and designed the transportation infrastructure to support the county's growth. The road network planned for 2000 included two outer beltways, a northern parkway, plus a panoply of other roads that were never build.

More than 117 miles of the plan's limited access freeways, express parkways and major highways were never built. While growth has proceeded unabated, 818 lane-miles of the county's original master plan of highways have been either canceled or deferred.

As a result, we rank 36th out of the 40 metropolitan areas in roadway miles per capita

and are the fourth worst congested region in the nation.

Can we build our way out of gridlock? Who knows, since we've never tried. But we certainly "no-built" our way into it.

One of the worst results of this failure is that many if not most of our arterial and local roads are forced to carry far more traffic than they were designed to handle. Indeed, during rush hour, the roads that run through our communities are more congested and more severely congested than the highways that are designed for high volume traffic.

The Texas Transportation Institute's 2001 Transportation Mobility Study found the level of congestion on freeways at rush hour in this region to be 78 percent, and 26 percent of the congestion was measured as "extreme." Congestion on arterial streets was 83 percent, and 44 percent was in the "extreme" category.

An obvious example is Muncaster Mill Road where a fatal school bus accident occurred last year. This road was never meant to carry a volume of 20,000 cars a day. Nearly 300 collisions have occurred on Muncaster Mill Road between 1997 and 1999, an accident rate more than double the statewide average for similar roads.

The Transportation Policy Task Force has been trying to come to consensus on what should be done about the transportation issue in this county. Thus far, we haven't even been able to agree on how many votes it takes to reach consensus. Our gridlock reflects the fact that the task force is composed of two groups: those who oppose building roads, and everybody else.

There are a number of reasons people fight roads. Neighbors resist changes to their communities; environmentalists worry over disrupting streambeds; no-growth advocates figure businesses won't locate where employees can't get to work.

There is some legitimacy in each of these objections, and the concerns of these residents must be considered and respected. But excessive rhetoric on both sides often clouds the truth.

One such claim is that new roads don't relieve congestion because "induced demand" makes more traffic. When I hear this argument, I picture people in Iowa reading about a new highway in Montgomery County and immediately jumping in their cars to come ride on it and cause congestion.

The truth is that if a new road fills up immediately, it's because there is a "pent-up demand" among local residents for the ability to travel -- to make better choices about where they work, shop and dine. If the new road gives people that choice, that's great. The real impact of the new road is to draw thousands of people who are already making those trips off our crowded local roads and reduce cut-through traffic in our neighborhoods.

A second and more serious threat to getting needed roads built is the wishful thinking that suburban rail transit can be a viable alternative to roads. The problem is, it just

doesn't work -- not in our models and not in reality.

Metro works by providing a fast commute into the region's urban core.

Most new jobs, however, involve suburb-to-suburb commutes, where the densities are insufficient to make mass transit workable. The proposed Purple Lines are intended to form an outer beltway of light and heavy rail. State studies of six different Purple Line configurations found that all six fail to entice drivers out of their cars, and therefore have virtually no appreciable impact on congestion.

The response by some in the county is, let's create the densities needed to make light rail work. They often point to the Rosslyn/Ballston corridor in Arlington County, Va., as a showcase for suburban transit-oriented development. Arlington County, however, is among the most densely populated jurisdictions in the country, exceeding the densities of Seattle, Cleveland and Pittsburgh. Even if it were possible to do what they want, I'm not at all sure that this is the vision most of us want for Montgomery County.

The real issue isn't whether we need transit. Transit includes our universally applauded Metro system. Transit also includes the county's bus system that relies on the same congested roads cars do. We need both and more.

The issue is priorities. Do we spend our limited tax dollars to provide the needed road capacity in our county that was planned but never built, and which studies show would have a significant and immediate impact on congestion? Or do we divert billions of scarce transportation dollars to begin constructing sections of an outer beltway rail line that has almost no impact on congestion?

Montgomery County has one of the highest per capita transit riderships in the nation, at 7 percent of all trips. What this means, however, is that 93 percent of the people rely on their automobile.

So do we spend \$1.4 billion to build the Intercounty Connector, a road that almost unilaterally reduces travel time for the entire county by almost 7 percent?

Or do we spend the same amount on the Inner Purple Line -- or almost three times that much (\$3.8 billion) on the Outer Purple Line to build a portion of a Purple Line -- when the entire Purple Line would reduce congestion just on the Beltway less than 1 percent (0.82%)?

One set of numbers says it all:

*The Inner Purple Line would reduce traffic on the Beltway by 400 cars per day.

*The Outer Purple Line would reduce traffic on the Beltway by 800 cars per day.

*The Intercounty Connector would reduce traffic on the Beltway by 15,000 cars per day -- providing 37 1/2 times more congestion relief than the best alternative rail transit can offer.

Building roads is not always the best answer. But in this county, at this point in time, if you don't want the permanent 12-hour rush hour being seriously anticipated by the State Highway Administration, building roads as a first priority is the only answer.

Trent Kittleman of West Friendship is vice president of legislative affairs for Marriott International. Opinions in this column are her own, and are not to be attributed to other task force members or her employer.

Public workshops scheduled

Montgomery County's Transportation Policy Task Force will hold several public workshops in October to present alternative scenarios for solving the county's transportation problems.

Oct. 1 -- 7-9:30 p.m., Marriott Corp. Headquarters, Greenhouse Cafeteria, 10400 Fernwood Road, North Bethesda.

Oct. 2 -- 7-9:30 p.m., Roberto Clemente Middle School, 18808 Waring Station Road, Germantown.

Oct. 4 -- 7-9:30 p.m., Paint Branch High School, 14121 Old Columbia Pike, Silver Spring.

Oct. 9 -- 7-9:30 p.m., Herbert Hoover Middle School, 8810 Post Oak Road, Rockville.

Oct. 11 -- 7-9:30 p.m., Casey Community Center, 810 S. Frederick Ave., Gaithersburg.

Oct. 15 -- 7-9:30 p.m., Montgomery Blair High School, 51 University Blvd. East, Silver Spring.

For additional information on the task force and its meetings, check its Web site at www.movemontgomery.org.