

**I-270 Traffic Improvements to Maximize Vehicle Throughput Between I-70 and I-495** | Lots of activity going on right now | **P. 6**

**Bikeway Masterplan Out** | Released October 17, find proposed routes in your community | **P. 12**

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**A Citizens Guide to Safe Bow & Arrow Deer Hunting for Suburban Neighborhoods** | Bowhunting an effective way to decrease the size of suburban deer herds | **P. 16**

**Something to Talk About?** | Come @7:00 to the Nov. 13 mtg. to socialize; light refreshments | **P. 19**

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**Mark Adelman Dies** | The civic activist was president of Kensington Heights, Tanner Creek CAs | **P. 21**

**Civic Fed Tonight!** | ExComm members are available to speak at your Civic Assn. meeting | **P. 22**

**Volunteers Needed for 2018 MCCF Awards Event** | **P. 22**

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**TO PRINT, USE [PRINT VERSION](#)**

## of note

### **This Month's MCCF Meeting**

Monday, November 13, 2017, 7:45 p.m.  
@ the Executive Office Building in Rockville. "Transportation Projects in County Under Construction or Planned"  
**[AGENDA, P. 2](#) • [PROGRAM, P. 3](#)**

### **November's Community Hero**

It's Chris Richardson, of Silver Spring  
**[READ PROFILE, P. 4](#)**

### **Meeting Minutes**

October 9 Meeting #888 **[P. 23](#)**  
September 28 Executive Committee Meeting **[P. 25](#)**

### **Membership Application**

Join or Renew Now **[SEE FORM](#)**

## Federation Meeting 889

Monday, Nov. 13, 2017, 7:45 p.m.

Lobby Level Auditorium

### Executive Office Building

101 Monroe Street, Rockville

#### AGENDA

- 7:00 Social Time for Members
- 7:45 Call to Order/Introductions
- 7:50 Approval of Agenda
- 7:51 Announcements
- 7:55 Approval of Minutes, Oct. 9th meeting **P. 23**
- 7:56 Treasurer's Report
- 7:57 Community Hero: *Chris Richardson* **P. 4**
- 8:00 **Program: Transportation Projects in the County** **P. 3**
- 9:25 Committee Reports
- 9:35 Old and New Business
- 9:45 Adjournment

## About MCCF Meetings

*All monthly MCCF meetings are open to the public.* They are held on the second Monday of each month, September through June, at 7:45 p.m.

The November meeting will be held in the **Lobby Level Auditorium of the Executive Office Building at 101 Monroe Street, Rockville, Maryland.**

Walkers can enter by buzzing security at the door. You can park for free either in the lot at E. Jefferson and Monroe Streets or in the lowest level of the EOB. Drive onto the ramp in the front of the building (ignore "permit parking only" sign), turn left at the second, lower level; use the intercom at the gate to the parking garage and at the door to the elevators to inform security you're attending the MCCF Meeting. ■



The **Montgomery County Civic Federation, Inc.**, is a county-wide nonprofit educational and advocacy organization founded in 1925 to serve the public interest. Monthly MCCF meetings are open to the public (agenda and details at left).

The *Civic Federation News* is published monthly except July and August. It is emailed to delegates, associate members, news media, and local, state, and federal officials. **Recipients are encouraged to forward the *Civic Federation News* to all association members, friends, and neighbors.** Permission is granted to reproduce any article, provided that proper credit is given to the "*Civic Federation News* of the Montgomery County (Md.) Civic Federation."

### Civic Federation News

civicednews AT montgomerycivic.org

TO SUBMIT AN ARTICLE, **SEE PAGE 27**

## Transportation Issues Affecting Mont. Co. Residents are Focus of November Meeting

*By Jerry Garson, MCCF Transportation Committee*

At the November meeting of the Montgomery County Civic Federation, Inc., our guests will be representatives from the Maryland State Highway Administration and the Purple Line. The meeting is public and all are welcome to attend. We hope to see you at 7:45 p.m., Monday, November 13, 2017, in the Lobby Auditorium in the Executive Office Building at 101 Monroe Street in Rockville.

There are many transportation issues that affect the residents of Montgomery County that are currently occurring or are planned.

■ The I-270 Innovative Congestion Management Project is planning 14 roadway improvements that will increase capacity and vehicle through-

put and address safety deficiencies by strategically eliminating existing bottlenecks. Some are under construction or completed.

■ The Watkins Mill Road interchange on I-270 is under construction.

■ The Purple Line is under construction.

■ RideOn Extra along MD 355 Rockville Pike started on October 1, 2017. This bus number 101 runs between Lakeforest Mall in Gaithers-

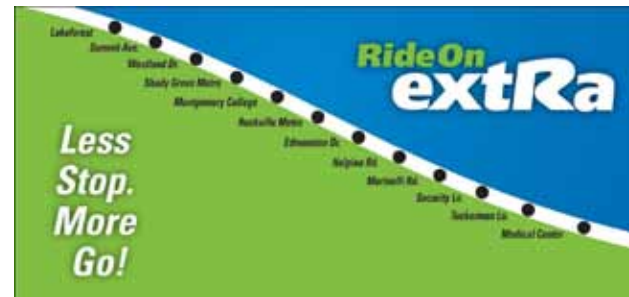
burg and the Medical Center Metro Station in Bethesda (see graphic below). This bus runs in the morning and evening rush hours.

■ Bus Rapid Transit plans are underway for US 29 (Colesville Road).

■ WMATA has eliminated the J7 and J9 I-270 Express Bus as of September 30, 2017.

■ The Maryland Dept. of Transportation has published a Request for Information for I-495/I-95 (Capital Beltway) Congestion Relief Improve-

ments from the American Legion Bridge to the Woodrow Wilson Bridge, and I-270 Congestion Relief Improvements from I-495 and I-70. Some possibilities are the addition of 2 toll lanes in each direction on both roads. ■



## Chris Richardson of Silver Spring Named This Month's Community Hero

*By Alan Bowser, Board Member*

As the current President of the Park Hills Civic Association in east Silver Spring, Chris Richardson is an accomplished civic activist. Over the last decade, he has assumed leadership roles on a variety of issues that have helped define Silver Spring's rapidly growing and increasingly diverse community. Whether it has been school issues, transportation issues, library issues, environmental issues, or general community development issues, he has worked tirelessly to bring neighbors together and to work with elected officials and county government representatives for solutions to longstanding problems.

In 2006, Richardson was instrumental in reconstituting the Park Hills Civic Association, one of the

oldest civics in Montgomery County. For ten years, he served as PHCA Vice President and Secretary, taking on many responsibilities, such as Chair of the Park Hills Purple Line Task Force, as a member of the Planning Department's Purple Line Functional Master Plan Advisory Committee, as coordinator for PHCA's Adopt a Road, Sweep Sligo Creek and its Drive Safe-Walk Safe pedestrian safety programs, and as a coordinator of the civic association's participation in Montgomery County's annual Thanksgiving Parade. Park Hills is the only Montgomery County civic association that participates in the annual parade.

Richardson took a leading role in coordinating the east Silver Spring neighborhood's response to the State of Maryland's plan to construct the

Purple Line light rail project from Bethesda to New Carrollton. When completed, the Purple Line will run on Wayne Avenue, the principal thoroughfare through the Park Hills neighborhood, with significant impacts on the Silver Spring International Middle School, the Sligo Creek Elementary School, and Sligo Creek Park. Richardson helped to organize many community meetings, working with federal, state, and county officials to address neighborhood concerns about traffic, pedestrian safety, protection of the tree canopy, and possible noise and vibration from train operations. To support Park Hill's interest in the development of a safe transit system through the neighborhood, Richardson created the Residential Wayne

## Community Hero, cont.

Avenue Working Group for Purple Line Design, comprised of representatives from the East Silver Spring Citizens Association, Sligo Branview Citizens Association, Seven Oaks-Evanswood Citizens Association, and Park Hills. Working through the Residential Wayne Working Group, the community was able to achieve significant accomplishments with regards to the relocation of a traction power substation, and the redesign of the central Dale Drive/Wayne Avenue intersection to enhance the safety of children attending SSIMS and SCES.

Chris Richardson has also given high priority to improving the quality of elementary school education, especially at Sligo Creek Elementary School, where he has volunteered as a member of the Parent-Teachers-



Students Association. As a PTSA volunteer, Richardson has worked to make “recess time” a special mechanism for positive daily engagement across the three different programs—English, French and High-Functioning Autism—among students that otherwise have limited opportunities to mix socially. Noting that the school’s playground was in disrepair and unusable for days following rain due to drainage issues that, at times, resulted in recess being cancelled, he worked to creatively use resources available and build support in the community for improving this vital part of a child’s education.

A librarian by profession, Richardson has also served as a member of the Silver Spring Library Advisory Committee. He lives in the Park Hills neighborhood with his wife, Melanie, and his children, Nicholas and Vivian. ■

## I-270 Traffic Improvements to Maximize Vehicular Throughput Between I-70 and I-495

By Jerry Garson, MCCF Transportation Committee

The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today's recurring congestion, and the innovative technologies and techniques focus on managing today's recurring and nonrecurring congestion and extending the lifespan of the roadway improvements into the future.

■ Fourteen roadway improvements

will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a "right-sized," practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.

■ Dynamic, intelligent traffic management that will work as a system to reduce congestion by improving traffic flow and safety. The technologies and techniques constitute an automated, smart traffic-flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal

systems to optimize traffic flow and reduce crashes along I-270.

Implementing this approach will provide I-270 motorists with significant congestion relief for the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as nonrecurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

### PLANNED ROADWAY IMPROVEMENTS

**Southbound 1 (SB 1):** *Extend acceleration and deceleration lanes at MD 80.* This improvement consists

## I-270 Improvements, cont.

of two distinct components: extending the length of the deceleration lane for the exit to MD 80 and extending the length of the acceleration lane for the entrance from MD 80. The existing merge location at the MD 80 entrance ramps is an identified bottleneck during the AM peak period. Under this concept, a longer distance for entering traffic to merge is provided. The deceleration lane from southbound I-270 to MD 80 is identified as a frequent crash area. By extending the length of the deceleration lane, vehicles are provided a longer, safer distance to reduce their speeds.

**Southbound 2 (SB 2):** *Extend acceleration lane at MD 109.* This improvement involves extending the length of the acceleration lane for

the entrance from MD 109 to southbound I-270. The existing acceleration length does not meet AASHTO design guidelines and the reduced speed of entering traffic from MD 109 at the merge with high-speed traffic on I-270 contributes to congestion during the AM peak period. This concept provides a longer distance for entering traffic to accelerate and merge.

**Southbound 5A (SB 5A):** *Reconfigure exit lanes to I-370.* This improvement involves restriping southbound I-270 approaching the exit to I-370 so the outside lane becomes the right lane on the two-lane exit ramp to I-370. The interior lane next to the right lane on I-270 will become a choice lane for vehicles to exit on the ramp to I-370 or continue south on I-270. In the existing configuration, where no choice lane

is provided, vehicles in the right lane reduce speed approaching the exit ramp and contribute to congestion on this section of I-270. This concept eliminates the need to develop a deceleration lane for the exit to I-370 and vehicles will not need to slow down on I-270 approaching the exit.

**Southbound 6 (SB 6):** *Create an auxiliary lane in local lanes south of Shady Grove Road.* This improvement involves creating a third local lane by providing an auxiliary lane between the slip ramps south of Shady Grove Road. The entrance slip ramp from the express lanes will be connected to the first exit slip ramp to the express lanes. AM peak period traffic volumes in the local lanes approach capacity of the existing two-lane section, result-

## I-270 Improvements, cont.

ing in recurring congestion. Under this concept, the auxiliary lane will provide additional capacity at this bottleneck.

**Southbound 7 (SB 7):** *Create auxiliary lane in local lanes between MD 28 and MD 189.* This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 28 to the exit to MD 189. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept, the auxiliary lane will provide additional capacity between the two interchanges.

**Southbound 8 (SB 8):** *Reconfigure local lanes between MD 189 and*

*Montrose Road.* This improvement involves developing a third lane in the local lanes by connecting the entrance ramp from MD 189 with the exit ramp to Montrose Road. The existing inside (left) local lane becomes a dedicated exit at the slip ramp to the express lanes north of Montrose Road and two lanes continue to the exit to Montrose Road. AM peak period traffic volumes in the local lanes exceed capacity of the existing two lane section, resulting in reduced speeds and queuing. Under this concept, the third lane provides additional capacity between the two interchanges.

*Note: Completed in October 2017.*

**Southbound 10 (SB 10):** *Maintain three lanes from I-270 and drop right lane on I-495 at I-270/I-495 merge.* This improvement involves restriping the I-495

outer loop at the merge with the southbound I-270 west spur. Instead of dropping the inside (left) lane from the I-270 spur, the three lanes from I-270 would continue on I-495 and the right lane on I-495 would drop to maintain five lanes. During the AM peak period, recurring congestion at the I-270/I-495 merge results in queues that spill back onto the I-270 west spur. This improvement maintains capacity in three continuous lanes on the I-270 spur, heavier traffic movement, and provides an expected merge on the right side of the highway with minimal impacts to I-495 outer loop operations approaching the merge. *Note: Item Southbound 10 has been completed.*

**Southbound 12 (SB 12):** *Create additional travel lane between*



## I-270 Improvements, cont.

*Montrose Road and Democracy Boulevard.* This improvement consists of restriping southbound I-270 to provide an additional travel lane within the existing typical section from the slip ramp entrance to the express lanes north of Montrose Road to the interchange at Democracy Boulevard on the west spur, a distance of approximately 3.1 miles. The large volume of weaving movements on the section of southbound I-270 between the express/local lane merge and the Y-split interchange results in substantial friction and reduced speeds during the AM peak period. In addition, the I-270 West Spur operates over capacity during the AM peak. Under this improvement, the added travel lane provides additional capacity on southbound I-270 and the I-270 West Spur. This

concept uses PBPD principles to continue to provide a right shoulder throughout the concept area.

**Northbound 1 (NB 1):** *Create additional travel lane between Democracy Boulevard and Montrose Road.* This improvement involves restriping northbound I-270 to provide an additional travel lane within the existing typical section between the entrance from Democracy Boulevard on the I-270 West Spur to the slip ramp exit to the local lanes just north of Montrose Road, a distance of approximately 2.7 miles. Traffic volumes on this section of northbound I-270 approach capacity of the existing lanes during the PM peak period. Under this improvement, the added travel lane provides additional capacity on the west spur and on the express lanes on northbound I-270.

**Northbound 2 (NB 2):** *Create auxiliary lane in local lanes between MD 189 and MD 28.* This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 189 to the exit to MD 28. This concept also involves restriping the northbound express lanes within the existing typical section to create an auxiliary lane by connecting the entrance slip ramp from the local lanes south of MD 28 with the exit slip ramp to the local lanes north of MD 28. Traffic volumes approach capacity of the existing two local lanes between MD 189 and MD 28 during the PM peak period. Under this improvement, the auxiliary lane provides additional capacity between the two interchanges. On northbound I-270 within the MD 28 interchange, traffic volumes exceed capacity of

## **I-270 Improvements, cont.**

the existing three general purpose express lanes during the PM peak period. This improvement provides additional capacity in this section.

**Northbound 3 (NB 3):** *Close loop ramp from NB Shady Grove Road to NB I-270; Close slip ramp to express lanes north of Shady Grove Road.*

This improvement involves closing the existing loop ramp from northbound Shady Grove Road to northbound I-270. Northbound Shady Grove Road will be reconfigured to provide dual left turn lanes in the median north of the existing bridge over I-270, and a new left turn spur will be constructed at the existing intersection to connect with the existing entrance ramp from southbound Shady Grove Road. The existing configuration of ramp and slip

ramp entrances within the Shady Grove Road interchange contributes to considerable friction and recurring traffic congestion during the PM peak period. This improvement eliminates the friction by removing a merge point on northbound I-270. This improvement also involves closing the slip ramp exit from the local lanes on northbound I-270 to the express lanes south of the I-370 interchange. The left (third) local lane that drops at the slip ramp in the existing configuration will be extended to connect with the exit to I-370. PM peak volumes approach capacity of the existing two local lanes between the exit slip ramp and I-370 and there is a short weaving movement between the Shady Grove Road entrance ramp and the exit to the express lanes. These improvements will eliminate the weave and provide additional capacity.

**Northbound 4 (NB 4):** *Create auxiliary lane between MD 124 and Watkins Mill Road and between Watkins Mill Road and WB Middlebrook Road.* This improvement consists of two improvements: an auxiliary lane will be provided in the northbound local lanes by connecting the entrance from MD 124 to the exit at the new Watkins Mill Road interchange and an auxiliary lane will be provided along northbound I-270 by connecting the entrance from Watkins Mill Road with the exit to westbound Middlebrook Road (loop ramp). Traffic volumes on northbound I-270 between MD 124 and Middlebrook Road exceed capacity of the existing three general purpose lanes during the PM peak period. Under this improvement, the added travel lane will provide additional capacity in the general

## I-270 Improvements, cont.

purpose lanes.

**Northbound 5 (NB 5):** *Extend third lane to Comus Road bridge.* This improvement extends the right (third) lane drop from its current location north of MD 121 to Comus Road, a distance of approximately 0.8 miles. The additional lane will be provided by widening into the median. The lane drop north of MD 121 is a major source of congestion during the PM peak period. Extending the point of the lane drop, including further separating it from the end of the HOV lane, will provide more distance for vehicles to merge into the two-lane section.

**Northbound 7 (NB 7):** *Extend deceleration lane at MD 118.* This improvement involves extending



the length of the deceleration lane for the exit to eastbound MD 118. The existing deceleration length is substandard and the exit is identified as a frequent crash area. Extending the deceleration lane will provide additional length for vehicles to slow down off of the through lanes.

In combination with roadway improvements, the proposed solution includes technology-based approaches, which are fundamental to address safety issues along I-270. “Adaptive ramp metering”

also is proposed along southbound I-270 to automatically set the optimum vehicle rate of release at each ramp, based on a variety of parameters, including mainline traffic flow conditions in the vicinity of the ramp, mainline traffic flow conditions along other segments of I-270 both upstream and downstream of the ramp, queue length at the ramp, and queue lengths at other metered ramps located within the corridor. Time-of-day/day-of-week scheduling can be implemented as necessary.

By managing the amount of traffic entering I-270 and breaking up platoons that make it difficult to merge, congestion will be reduced and the merging movements will be safer. Adaptive ramp meters will be installed at every southbound entrance ramp from the arterials to I-270 from MD 80 to Montrose

## I-270 Improvements, cont.

Road (18 total ramps), including the ramp from I-370 to southbound I-270.

Along I-370 approaching the ramp to SB I-270, additional warning signs/signals will be installed to alert freeway motorists to the ramp queuing ahead. Metering the southbound I-270 mainline ramps, including along those segments that generally do not experience recurring congestion, will help alleviate any potential equity-related opposition, because ramp delays will be balanced for all users of the corridor. The program of improvements does not include ramp meters along northbound entrance ramps for two primary reasons. First, approximately 76% of northbound traffic enters via I-495, two access points that cannot be readily metered. Sec-

ond, north of the I-270 spurs, northbound traffic exiting I-270 at each interchange exceeds traffic entering; limiting the effectiveness of ramp metering as a demand management strategy. In order to prevent traffic from backing up onto the arterials, each location will be equipped with queue detection which will increase the release rate of traffic onto I-270 to prevent queues from backing onto and, therefore, impacting operations on the arterial roadways. Ramp meters would be included on the new Watkins Mill interchange. In addition, the ramps with the highest traffic volumes may be widened as needed to provide adequate storage space for queued vehicles, while still preventing queues from backing onto the arterials. The following ramps onto I-270 southbound may be widened to two lanes (as needed):

- | Montrose Road westbound en-

trance ramp,

- | MD 28 eastbound entrance ramp,

- | MD 117 entrance ramp,

- | MD 124 entrance ramp, and

- | Middlebrook Road entrance ramp.

Details are contained in a 561-page Technical Proposal, [Progressive Design-Build \(PDB\) IS 270—Innovative Congestion Management Contract](#). ■

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## Bikeway Masterplan Out

*By Peggy Dennis, Past President*

It's just out! Please look at the [preliminary or working draft of the Bikeway Masterplan](#) to see how your community may be affected.

The document is over 200 pages, but it's fairly easy to scroll down to find the map and list of proposed routes community by community. ■

## The Real Scoop on Pet Poop: There's No 'Poop Fairy'

By Carole A. Barth

We've all been there—just enjoying life, working in the yard or taking a stroll through the neighborhood when suddenly you're confronted by a pile of pet waste. It's more than a disgusting mood-killer; it's a public health problem and an environmental pollutant. A single gram of dog waste contains 23 million bacteria; in fact, dog poop can be a reservoir for up to 65 diseases that can be transmitted to humans. Recent research has even documented dog waste as a reservoir for antibiotic-resistant bacteria.

Even if we avoid direct contact with it, dog waste left on the ground is bad for you, bad for your pet, and bad for our streams. Stormwater carries the pathogen-loaded waste into local streams and rivers. Pet

waste also adds to the nitrogen and phosphorus pollution in streams. Montgomery County's stormwater (MS4) permit requires bacteria reductions in the following watersheds: Anacostia, Rock Creek, Cabin John, and the Lower Monocacy.

To help meet the "pollution diets" (or total maximum daily loads) for these watersheds, the Department of Environmental Protection (DEP) is offering homeowner associations pet-waste stations and a year's free maintenance. Since December 2014, about 14,077 pounds of waste (more than 7 tons) has been collected through this program. If your HOA is interested in the pet waste program, contact Ana Arriaza at 240-777-7778 or [ana.arriaza@montgomerycountymd.gov](mailto:ana.arriaza@montgomerycountymd.gov).

So how big is the pet poop prob-

lem? According to the U.S. EPA, a typical dog (~40 lbs.) excretes 274 pounds of waste per year. Estimating from national statistics, there are 233,630 pet dogs in our county, producing 57,940,240 pounds of waste a year. The good news is that 60% of dog owners pick up after their pets. The bad news is that 40% do not, which means 23,176,096 pounds per year left on the ground.

So what can you do? Obviously, if you have a dog, pick up after it and dispose of the waste properly. That means placing the bagged waste in the trash or flushing it (sans bag). You can also help educate your fellow dog owners. Many people still don't know that dog poop is more than just a nuisance. One approach is to [download the poop fairy sign here](#). For persistent problems, you can invoke the pooper scooper

## Pet Poop, cont.

law. Noncompliance can result in a \$100 fine. To report a pet owner not cleaning up pet waste, notify the Mont. Co. Police, Animal Services Division, via the police non-emergency number, 301.279.8000. If the incident is occurring in the City of Rockville, call 240.314.8930. If the incident is occurring on Park property, call Park Police at 301.949.8010.

What can your neighborhood do? Some communities have invested in pet-waste stations and/or waste removal services. Civics and HOAs can also do a lot to inform and engage residents. This can actually be fun. You can organize a dog show, costume contest, or even a pet expo with local vendors and rescue organizations.

So what's being done elsewhere? Some British communities are rais-

ing the problem's visibility by spray-painting the poop day-glow colors or putting little flags in it with legends such as "flagged up... irresponsible dog owner woz 'ere". British waterways decided to highlight the problem of people who bag their dog's waste only to toss the bag into the greenery by festooning a tree along a popular canal path with poop bags.

Other places are trying incentives rather than shocking visuals. One community in Mexico has installed a pet waste station that generates free



WiFi. The more you put in the can, the more minutes you get. New Taipei City in Taiwan reportedly halved its pet waste problem by giving a lottery ticket for every bag of poop. As for disincentives, some HOAs and Apartment communities use DNA testing to identify (and punish) repeat offenders. ■

## 350 MoCo and the Montgomery County Divestment Resolution

By Bailey Condrey, 1st Vice President

On October 24, a day with moderate winds, 10–15 mph, **Maryland's capital, Annapolis, flooded.** Seems that pesky issue of climate-change-driven sea level rise is having serious impacts sooner than expected. In the Hampton Roads area of Virginia, just south of Maryland on the Chesapeake Bay, they now have flood days instead of snow days, according to **Wetlands Watch.**

With the approaching King Tide on November 5, Annapolis may well likely experience days of tidal flooding. Salt water does strange things to infrastructure.

At the 350MoCo meeting that same day, a number of strategies and activities were discussed for engaging Montgomery County residents on the importance of the issues that climate

change poses for the United States. Earlier this year, the Mont. County Council passed a **resolution urging the boards managing county employee pension plans to minimize investments in companies with the largest fossil fuel reserves.** However, the resolution has no binding effect. Yet 350MoCo has gotten the pension board to agree to issue a six-month report on actions that the board has taken to uphold the resolution. The group has submitted a list of questions that it feels should be answered in the process.

Supporting evidence to back up the request steadily grows. The Center for Global Sustainability at the



University of Maryland has just released ***Climate Change Risk and the Maryland State Retirement and Pension System.***

From the executive summary: “...many thought-leaders now argue that climate risk management is mandated by fiduciary duty. Stockholders, including major pension funds, are pushing companies to quantify their emissions and ‘stress test’ their exposure to climate risks. Such risks accrue to all investors; fiduciaries need to understand the implications of these risks for their portfolios.”

Indeed, climate-change-stoked natural disasters are rapidly un-

## County Divestment, cont.

dermining the solvency of the U.S. insurance industry as 500-year and 1,000-year storms become annual calamities and the nation's west is laid waste by wildfires. The [Climate XChange has worked to introduce legislation in Massachusetts to assign a price to carbon pollution.](#)

Among many other activities discussed at the meeting, MoCo350's Election Committee is working to increase the profile of climate change among those seeking elective office at the county and state levels for the 2018 elections. A list of questions is being developed for asking candidates at public forums.

The group asks those willing to fight for solutions to the climate crisis to join them. They need volunteers to undertake the important work they're doing to raise awareness. ■

## A Citizens Guide to Safe Bow-and-Arrow Hunting for Suburban Neighborhoods in Montgomery County, Maryland

*By Peggy Dennis, Past President*

As deer populations have increased, suburban and urban areas face too many deer. In some suburbs, the deer population exceeds 400 animals per square mile, while the carrying capacity of the land is about 40 animals per square mile.

Although pleasing to watch, large numbers of free-roaming deer increase the risk of human injury from deer-vehicle collisions (DVC). Montgomery County has more than 2,000 reported DVCs per year, and this statistic does not include the thousands of deer which are injured or killed but are not reported. They spread debilitating and costly diseases such as *Lyme*, *Babesiosis*, *Bartonella*, *Ehrlichia Chaffensis*, and *Powassan encephalitis*. Deer cause great dam-

age each year to landscaping in our yards. Worse, deer have destroyed the understorey of many of our regional, community, and stream valley parks, denuded hillsides of native plants, destroyed habitat for other species, accelerated soil erosion, and promoted the takeover of invasive species. Some naturalists now consider overabundant deer as significant a threat to the bird population as climate change. And too many young deer make your neighborhood very attractive for predators such as coyotes to move in, a situation we are beginning to experience in Montgomery County.

*You can help change this for the better.* Other options for deer management—such as feeding,



## Bowhunting Deer, cont.

exclusionary fencing, and chemical “birth control”—are impractical, counterproductive, or prohibitively expensive. Regulated hunting, specifically bowhunting, is a safe, ethical, humane, and efficient method for decreasing the number of deer in residential neighborhoods. It provides deer population control at the least cost to taxpayers because bowhunters do the “work” of removing deer as a public service.

### THE BOWHUNTING OPTION

Bowhunting has been shown to be a safe, effective way to decrease the size of suburban deer herds. Hundreds of metro areas including Fairfax County, Virginia; Columbus, Ohio; the Pittsburgh suburbs; and many cities in Minnesota, Illinois, Wisconsin, and Canada allow bow-

hunting. Few problems and no accidents have been reported. The Maryland Department of Natural Resources supports the use of bowhunting to curb deer populations.

### WHAT YOU SHOULD KNOW

▮ Archery is one of the safest sports in the United States. Most accidents involve the bowhunter falling out of a tree stand. In Maryland and Virginia, there have been no recorded incidents involving injury to persons, pets, or property caused by a bowhunter.

▮ Bowhunters typically hunt from elevated positions or tree stands. This means that an arrow is shot at a downward angle. If it misses the deer, it goes harmlessly into the ground. And an arrow, under most conditions, cannot travel any appreciable distance once it hits even a twig or small limb.

▮ National surveys show that most deer harvested with a bow are shot at distances of 20 yards or less, which makes it ideal for hunting in and around suburban and urban areas.

▮ Deer taken by reputable hunters are never “wasted.” All the meat (venison) is used, either by the hunter or by donation to local food banks, soup kitchens, and shelters. In Montgomery County, this is done by an organization called Farmers and Hunters Feeding the Hungry. Property owners who wish to obtain venison may do so through arrangement with their hunter.

### GETTING STARTED

Many individuals know little about hunting and, most particularly, bowhunting. Bowhunting in residential neighborhoods should never be undertaken by amateurs,

## Bowhunting Deer, cont.

but left to licensed, well-trained, skilled sportsmen.

### FIND A RELIABLE BOWHUNTER

In Montgomery County, several groups can link you to an expert bowhunter. The Animal Connection Deer Management Team (ACDMT) is an organization of seasoned, veteran bowhunters with strict rules and enforcement to ensure the safety of

hunters and the public. Most members of ACDMT are members of the Maryland Bowhunters Society, an organization dedicated to preserving and promoting safe and responsible bowhunting; educating the non-hunting public about the role of the bowhunter in wildlife management and conservation; and educating bowhunters in safety, shooting skills, hunting techniques, and landowner relations. Both groups strongly advocate ethical bowhunting within the

laws of the jurisdiction hunted. A third organization is the Bow Hunting Fire Fighters of Maryland. (See below for contacts.)

Not every suburban yard is appropriate for bowhunting. The bowhunter will first tell you if your property has a suitable location for hunting. If it does, the bowhunter should provide you with copies of his/her hunting license, safety certificate, a release of liability form, and a copy of the permission form for you to sign, plus copies of the permission form for your neighbors to sign, if needed. Your contract or agreement with the bowhunter may stipulate what days and times hunting may take place, how you will know that the hunter is at work, where the hunter will be shooting from, where bait will be located, whether the hunter may field dress



Jacquie Bokow

## Bowhunting Deer, cont.

the animal and leave remains on your property or not, and whether you wish to be gifted with a deer for your own consumption.

### GET NEIGHBOR SUPPORT

Under Montgomery County law, owners of inhabited dwellings within 50 yards of the hunting location must give permission before hunting takes place. (We thank the County Council and our delegation for working with us to decrease the “safety perimeter” over the past several years.) You should draw the distinction between the shooting that will take place on your property, and the permission that the hunter may need to enter neighboring properties, should a wounded deer stray onto their property. Hunters are required to make every attempt to track, euth-

anize, and remove a wounded deer, even if it is no longer on the property where the shooting has occurred. Most homeowners do not want to return home to find a dead or dying deer in their yard. If your neighbors have questions or express anxiety or reluctance, it will help if you hold a meeting with them and the bowhunter. The bowhunter can then explain how, where, and when the hunting will take place. It is crucial that your neighbors understand that this form of hunting is safe, humane, and presents no risk to people, pets, or property.

To find an experienced, licensed archery hunter, contact one or several of these organizations:

- **Animal Connection Deer Management Team.**
- **Bow Hunting Fire Fighters of Maryland.**
- **Maryland Bowhunters Society.** ■

## SOMETHING TO TALK ABOUT?

*Need to share  
a community concern?*

*Want to know how to do  
something for your association?*

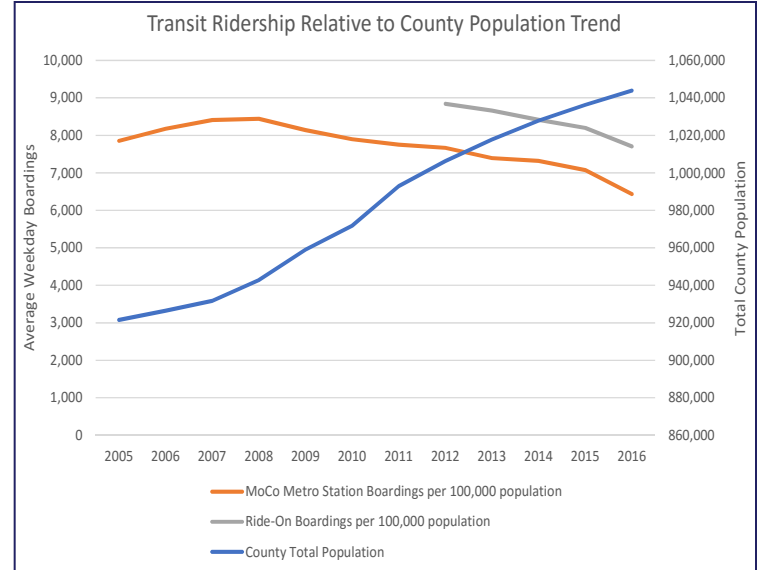
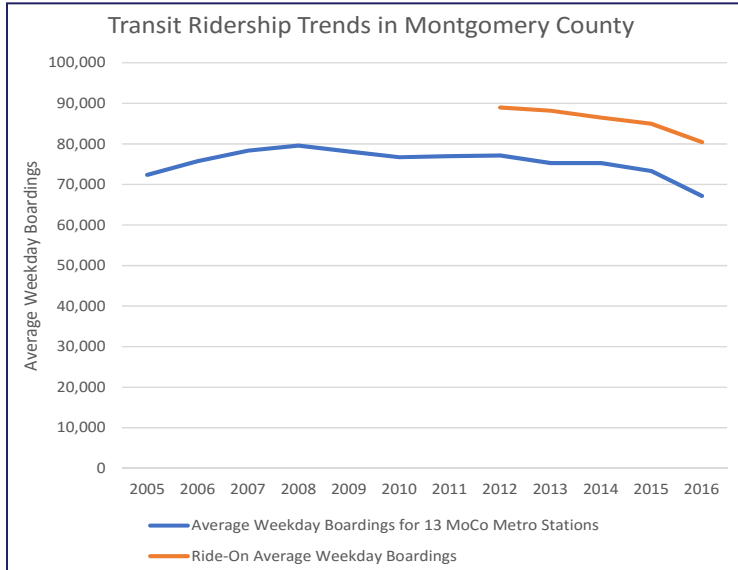
*Would like to meet  
your fellow civic activists?*

**Come early to the November 13th meeting. From 7:00 to 7:45 p.m., members of the MCCF Executive Committee will be available to talk in the EOB Auditorium. Light refreshments will keep you from going hungry. Be social, be a part of the civic movement, and be here.**

## WHAT'S TRENDING IN THE COUNTY

An exploration of data trends in Montgomery County. Each month statistics for a different topic will be reported.

### County Transit Ridership Reflect National, Regional Trends That Peaked in 2008-2009



Data Sources: The Federal Transit Administration's *National Transit Database*, *Washington Metropolitan Transit Authority's Website*, and U.S. Census Bureau *County Intercensal Tables: 2000-2010*.

## Civic Activist Mark Adelman Dead at Age 75

On Sunday, September 17, 2017 Mark Robert Adelman of Kensington and Scotland Beach, Md., died after a short battle with pancreatic cancer.

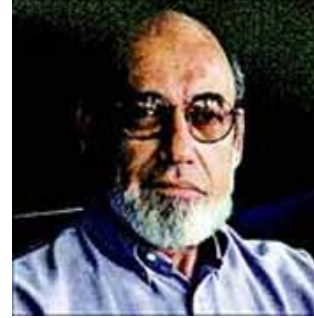
Mark had a distinguished 49 year career in science, recognized internationally for his research in primitive motility and as an educator of medical students both at Duke University and Uniformed Services University of the Health Sciences in Bethesda.

Additionally, as a civic activist, Mark was a founding member of Montgomery County Education Forum (MCEF), working for many years to promote fair and equitable educational access for all Montgomery County public school students. He was recognized for his contributions as a member of the Mid-County Citizens Advisory Board and

his contributions as the Education Chair of the Montgomery County Civic Federation. He revived and was president of the Kensington Heights Civic Association and the Tanner Creek Civic Association in Scotland Beach. Mark worked for years as Webmaster for the Stop Costco Gas Coalition, fighting to prevent Costco from placing a mega gas station proximal to residential housing.

In retirement, Mark became an enthusiastic oyster farmer on the Bay, developing a loyal following for his delicious special smoked oysters.

Born on March 23, 1942, in Philadelphia to Lee and Mildred (Bless) Adelman, Mark graduated



from Princeton University in 1963 and received his Ph.D. in Biophysics from the University of Chicago, followed by post doctoral work at the Rockefeller University in Manhattan.

He is survived by his wife of 46 years, Abigail Brassil Adelman; son Bennett (Jennifer); grandchildren Robbie and Jillian; and sister Lois Adelman.

Mark lived a life of honor, filled with curiosity, adventure, zest for life and commitment to helping others. He was admired and loved by his family and friends.

A private celebration of his life was held on Oct. 22. Memorial contributions may be made in Mark's name to the **Chesapeake Bay Trust**.

*[Originally published in The Washington Post on 10/12/17.]* ■

## CIVIC FED TONIGHT!

### **SEEKING POSSIBLE SPEAKERS FOR YOUR CIVIC ASSOCIATION MEETINGS?**

Members of the MCCF Executive Committee have extensive experience in issues such as transportation, land use and zoning, schools, parks, environmental concerns, taxes, and public spending. Plus, they have a community-oriented perspective on these matters. If you would like an executive committee member to speak at a meeting, contact President Jim Zepp at *president at montgomerycivic dot org*. Include topics/possible dates.

## **Volunteers Needed for 2018 MCCF Awards Event**

The Civic Federation's Annual Awards event will be in May 2018. More details on the event will follow in future newsletters.

We need volunteers to help coordinate the event as well as volunteers to serve on the Awards Selection Committee. The work of the Awards Selection Committee includes accepting nominations for award recipients, evaluating those nominations, and making final recommendations on the awardees. The work should be of short duration and may be done largely by phone. If you would like to help with the event and/or the committee, please let us know. Please also start thinking now about individuals and/or groups you would like to nominate for the following awards:

**■ The Wayne Goldstein Award**, awarded to an individual or group for outstanding service to the people of Montgomery County.

**■ The Sentinel Award**, sponsored by the *Montgomery Sentinel* newspaper and awarded to an individual or group for a significant contribution to good government at the local level.

**■ The Star Cup**, sponsored by the Civic Federation and awarded to a Delegate or Committee of the Federation for outstanding public service on behalf of Montgomery County.

If you can help with the Event and/or Selection Committee or have a award nomination, please contact Jim Zepp: president AT montgomerycivic.org. We cannot do this without your help! ■

## Minutes of the October 9th, 2017, MCCF Member Meeting #888 in Rockville

*By Bailey Condrey, 1st Vice President*

**Call to Order:** President Jim Zepp called the 888th session to order at 7:48 p.m. Introductions followed.

**Agenda:** It was moved and seconded to approve the agenda.

**Minutes:** The September 11th, 2017, general meeting minutes were approved by affirmation.

**Treasurer's Report:** Treasurer Jerry Garson reported a bank balance of \$11,000. Copies of the Treasurer's report are available upon request.

### PROGRAM

The October program focused on crime and gang-related activities

in Montgomery County. The speakers included MC Police Captain Tom Manger and Patrick Mays, Chief of the Gang Division from the District Attorney's Office. Both gentlemen spoke and then responded to a lengthy question and answer session. Highlights of those remarks and the Q&A follow.

### Chief Tom Manger

People care less about stats and more about how people feel they are treated by police. BUT in MC:

- █ Crime rate is down over last 10 years.

- █ Year-to-Date: 16 homicides; average for U.S. county of our size is 60.

- █ Homicides
  - | Drug-related
  - | Gang-related
  - | Domestic

- █ Rape is down
- █ Robberies about even
- █ Burglaries down
- █ Gaithersburg, Germantown, Aspen Hill, Eastern side of county tend to be hotspots.

- █ Gang violence is up
  - | Neighborhood gangs
  - | Ethnic gangs
  - | But we have low number of gang related crimes—200-300/year; only about 50 are violent.

- | But gang-related homicides are up (20 in last 2 years).

- █ More about Gangs. Examples:
  - | Prostitution
  - | Gun possession
  - | MS13 – assault
  - | Click leader arrested
  - | MS13 who committed homicide in New York

## October Minutes, cont.

### █ Opioids

| 130 nonfatal; across all SES/Ethnic groups.

| 45 have died (last year over 60).

| Does not help to arrest people; try to get them in treatment.

| Investigate overdose as a homicide—look for provider.

### █ What the Chief looks for:

| Response time to 911.

–We have gone up 1 minute; used to be 6-7 minutes; now about 8 minutes; national standard 7-8 minutes.

–Cause: travel time; more traffic.

–Solution for police: more cops in areas that have high response.

## Patrick May, Chief of the Gang Division

█ Works in State's Attorney Office

█ Began in 2007

█ Two big stats: 20 homicides in

last 2 years; huge increases in MC, AA, and FC.

█ Response: more resources:

| Additional prosecutors, more aggressive

| Harder to ID gang members

█ MC has 800 beds; about 170–180 self-identified gang members

█ Going after leaders

█ Coordinating with Feds, who can go across state lines

## Q&A

█ 70% of arrested are from MC.

█ Trying to deal with recruitment as low as middle school.

█ Cooperate with other agencies for prevention.

█ So far gangs don't have an economic base.

| In MC, most gang members have day jobs.

█ Criminals don't respect boundaries; we cooperate with every region.

█ Ethnic gangs; don't have stats.

█ We don't track origins.

█ We tell ICE when they are going to be released.

| This happened more in 2009 than now.

█ Who controls drug trade?

| A: Nobody, or no one group.

█ Shouldn't we be sharing info about origins of gang members?

| This is Fed responsibility.

| Immigration is a federal responsibility.

| We assist feds; we do not have the authority to control immigration.

█ How do MC and FC compare?

| Our violent crime rate is twice that of Fairfax County.

–Fairfax County built public safety infrastructure in advance.

–Fairfax County has 200 more officers than MC.

–MC has twice the crime numbers



## October Minutes, cont.

even though they are bigger.

–MC waits until it is a problem.

■ Hate crimes increased after the election.

| But hate crime has decreased lately.

| Civility is on the decline.

■ Most gang homicides are of other gang members, externally or internally.

■ Distracted driving is the number one cause of crashes.

■ How are we trying to help people:

| We have good re-entry support services.

| Hope Restored tries to aid those who do not qualify for existing support services. The key needs are:

–Jobs

–Housing

–Education

| Hope Restored has people be

mentors and support the people who fall through the cracks.

■ Sex abuse: were cases in MCPS reported to police?

| A: We have good cooperation from MCPS, not an issue for last few years.

## COMMITTEE REPORTS

### *Transportation*

■ Purple Line—Lots of congestion anticipated.

■ I-270 improvements—Governor has allocated \$100M.

■ Lots of other projects.

■ Widen Beltway?

### *Legislation/Public Finance*

■ Extra money going for enforcement; some want more for prevention.

### *Environment*

■ After the County Council re-

moved numerous important elements from the International Green Construction Code bill that would have reduced energy consumption and lowered emissions, the bill was passed unanimously.

**Adjournment:** The meeting adjourned at approx. 9:47 p.m. ■

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## Minutes of the September 28, 2017, ExComm Meeting

*By Danila Sheveiko, 2nd Vice President*

The Executive Committee (Ex-Comm) convened via teleconference.

**Call to Order:** Jim Zepp, President, called the meeting to order at 7:46 p.m. Present: Jerry Garson, Harriet Quinn, Jacque Bokow,

## Sept. ExComm Mtg., cont.

Danila Sheveiko, Carole Ann Barth, Alan Bowser, and Shruti Bhatnagar.

### Adoption of Meeting Agenda:

Jim Zepp called for and received unanimous approval of the proposed agenda.

**Approval of Minutes:** Jim called for and received unanimous approval of the July 27 ExComm minutes.

**Treasurer's Report:** Jerry reported membership dues, and no major expenses. Upcoming expenditures include domain name registration and other Web-related charges.

### ANNOUNCEMENTS

Next meeting to review a specific cell phone tower proposal is on October 13th at 9:30 a.m., 7th Floor,

County Council hearing room. Very educational to see to these communications corporations operate.

! The new **Ride On Extra service** running along 355 will be free for the first month of operation starting October 1st.

### MONTHLY PROGRAM TOPICS

! **October:** Police and Public Safety, Gang Violence, and Hate Crimes. MCPD Chief Tom Manger and Montgomery County State's Attorney John McCarthy have been confirmed as guests.

! **November:** Transportation. Jerry is coordinating.

! **December:** Planning, Growth, Density Issues.

! **January:** Education, MCPS Budget, Budgetpalooza.

! **February:** Government Transparency and Accountability.

! **March:** State of the County's

Environment.

! **April:** County Budget.

! **May:** TBD/Annual Awards Ceremony.

! **June:** The unPROGRAM.

### ISSUES DISCUSSED

! Future Annual Events/Awards Event. Volunteers needed for the annual awards dinner on May 18th, 2018.

! Proposal: At-Large Candidates School. Potential events to provide information to candidates for local office. Include them on the MCCF newsletter mailing list.

! Budgetpalooza on MCPS Operating Budget scheduled for January meeting.

! Proposal for Pre-Meeting social time before general sessions as an opportunity to network and snack before the meeting is called to order.

## Sept. ExComm Mtg., cont.

### COMMITTEE REPORTS

#### Land Use

■ Another **community meeting on cell phone towers ZTA** is October 23rd in Council hearing room. County seeks to remove public notice and public hearings for cell towers in residential zones.

#### Environment

■ Eight days after being voted out of the Council's PHED Committee, Exec. Regulation 21-15AMII to adopt the 2012 International Green Construction Code as amended by Dept. of Permitting Services passed the County Council without objection.

#### Transportation

■ Governor Hogan is proposing to add two lanes in each direction to both I-270 and I-495 for the entire Mary-

land segment to create toll lanes.

■ Six Silver Spring area civic associations penned an open letter to County Executive Leggett alleging that the Purple Line contracts and Maryland officials are failing to engage with the community and have started construction work without proper notification of the impacted neighborhoods. **Spokesmen for Purple Transit Partners did not respond to emails seeking comment from a Washington Post reporter.**

### NEW BUSINESS

■ Newsletter deadline and articles due Tuesday, Sept. 26th.

■ Date and location of next Ex-Comm meeting: October 19th, 7:45 p.m.-9:45 p.m., location TBD.

**Adjournment:** Jim called for and received unanimous approval for adjournment at 10:08 p.m. ■

## cfn

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**Submit contributions for the next issue by the 26th of the current month.** Send to CFN at [civicfednews AT montgomerycivic.org](mailto:civicfednews@montgomerycivic.org).

**Send all address corrections to membership AT montgomerycivic.org.**

**VIEW PAST ISSUES ONLINE [HERE](#)**