



# Civic Federation News

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Federation

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## October Program: Trail and Bike Master Plans

**By Peggy Dennis, Transportation Committee member**

Our program on, Monday, October 14 will be an overview of the Countywide Bikeways Functional Master Plan and the Countywide Park Trails Plan. These two plans cover recommendations for most of the trails, shared use paths and special bicycle infrastructure envisioned to make walking and bicycling safer and more attractive to a wide range of users. We will be looking closely at the Countywide Bikeways Functional Master Plan (CBFMP): when it was created and last revised; who participated in its revision; and what recommendations have been implemented since the Plan was approved. We will also consider which remaining recommendations are most badly in need of implementation, and, as we learn more about what works well and what works even better, which routes might be better served by changes or amendments to the current plan.

Our presenters for this program will be David Anspacher, Casey Anderson and Aruna Miller. David Anspacher, is a Senior Planner in MNC/PPC's Transportation Department and their authority on the CBFMP. His professional focus is on multimodal planning, including bicycles, pedestrians, and public transportation. One of his proudest achievements is that his four year old son rides his bicycle to preschool (it's only two blocks) every day. Casey Anderson, an attorney and community activist, has served on our Planning Commission (MNCPPC) since June 2011. A seasoned activist, he is a former vice president of the Woodside Civic Association and executive vice chairman of the Silver Spring Citizens Advisory Board. He has also

served on the boards of the Washington Area Bicyclist Association, the Citizens League of Montgomery County, the Coalition to Stop Gun Violence, and the Committee for Montgomery. Aruna Miller, State Delegate from District 15, has a "regular" job with the County's Department of Transportation. She will have insight on how the implementation process moves from studies and engineered blueprints to the actual work of contractors who build and rebuild our roads, sidewalks and shared use paths.

## Hop on Your Bike!

**By Peggy Dennis, Transportation Committee member**

Bicycling in the region and in Montgomery County is at a tipping point. It is rapidly being taken up as viable and enjoyable form of transportation. We first noticed this attending a theatre in the U Street corridor downtown. Not only was there a Bikeshare station with its row of bright red, shiny bicycles. There were privately owned bikes everywhere. Bikes locked to parking meters and street signs. Bikes chained to trees. Bikes chained to each other. Bikes spilling out along the edges of the sidewalks. Hundreds of folks had come to this area on two wheels rather than four.

I've also noticed a change in Bethesda. Bike racks have proliferated, and at midday you can see a growing number of senior citizens tooling around on two bikes in the urban center. Whether they live in the growing number of downtown high rise apartments (empty nesters and retired folks seeking relief from cleaning their gutters and mowing their lawns?) or whether they have realized that a one or two mile bike ride from the suburbs into the CBD beats driving in to go to lunch or a movie...it doesn't matter. They're doing it, and in growing numbers.

Bikeshare is expanding into many of our urban districts, with the grand launch of the County's Bikeshare Program on September 27<sup>th</sup>. The ribbon cutting ceremony in Rockville was graced with politicians and officials from all levels of county and state government from Roger Berliner representing Councilmanic District 1 to County Executive Ike Leggett, Arthur Holmes, Director of the County's DOT, and Maryland's Director of the Department of Transportation. The joke about more people attending the Bikeshare Launch than usually

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attend ribbon cutting ceremonies for massive new buildings.

Rockville and Bethesda have both been awarded bronze status as “Bicycle Friendly Communities” by the League of American Bicyclists. The League’s homepage says that they have been “protecting your rights to safe and enjoyable bicycling since 1880. What started as a movement by “Wheelmen” on high-wheel bikes to get roads paved continues today with our advocacy on the federal level. We provide valuable education programs, help create better biking environments, promote bicycling as the option of choice and help you create bicycle-friendly communities.” A community recognized by the League as “Bicycle Friendly” is one which “welcomes bicyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. Encouraging bicycling is a simple way towards improving public health. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness.”

On August 22, I participated in a VIP Bicycle Tour of downtown D.C. The District, under the leadership of former Mayor Adrienne Fenty – an avid bicyclist himself – made giant strides in improving facilities for bikers. We rode in a dedicated, two-way bike lane down the center of Pennsylvania Avenue N.W. , and along alternative forms of bike lanes on other streets. We saw special green lights just for bicyclists allowing bikers to get a head start across busy intersections. The improvements have spurred more people to take up cycling, and the more bicyclists there are in the streets, the more they become expected, and the slower, calmer and more considerate the drivers become. It’s a win-win for all.

Recreation is great for bikers. During the Martin Luther King celebrations, I took my bike into D.C. on the Metro, then rode over to the Jefferson Memorial. Every Saturday and Sunday during the pleasanter months, rangers from the National Park Service lead free bicycle tours around the Mall. Get the particulars at: [www.nps.gov/mall/planyourvisit/national-mall-bike-tour-page.htm](http://www.nps.gov/mall/planyourvisit/national-mall-bike-tour-page.htm)

This past weekend, my husband and I went on the bicycle tour of the Ag. Reserve organized by the Montgomery Countryside Alliance ([mocoalliance.org](http://mocoalliance.org)) and the Potomac Pedalers ([www.potomacpedalers.org](http://www.potomacpedalers.org)), a club for recreational cyclists. Tours were offered with lengths between 18, 37, 57 and 76 miles. The tour routes were planned to keep us on lightly traveled rural roads. These little country roads were sweet; edged with wild flowers and filled with the sounds of crickets and song

birds. I stopped to watch the games going on at the Capital Polo Club – lots of Ultimate Frisbee tournaments, but no polo. A mid-point break for lunch at Kingsbury Orchard gave us a welcome picnic lunch and a chance to socialize. Kudos to Planning Commission Chairman Francoise Carrier who came with her daughter, Danielle, and Commissioner Casey Anderson. We rode the 18 mile loop together.

If you’ve never been on a bicycle, haven’t been on a bike since you were a kid, or own a bike but just don’t think you’d feel safe biking around our urban districts, think again. The Washington Area Bicyclists Association (WABA) runs a variety of classes for adult cyclists of all levels: Learn to Ride, a Bike Commuting Seminar, and “Confident City Cycling”. In the “CCC” class “participants of all levels are encouraged to attend these 3 hour classes which will have options for multiple skill levels ranging from simple bike handling skills and using trails, to learning avoidance maneuvers and riding with traffic.

WABA is offering a Confident City Cycling course for Montgomery County residents only on Sunday, October 6, 10:00am to 1:00pm in Friendship Heights. Full information and registration are available at: [https://org.salsalabs.com/o/451/p/salsa/event/common/public/?event\\_KEY=80440](https://org.salsalabs.com/o/451/p/salsa/event/common/public/?event_KEY=80440)

If you’re a senior, here’s one final inducement I can offer to get you on your bike. We can get just about anywhere for free. For instance, I can bike the two miles from my home into Potomac Village, put my bike on the bike rack on the front of the T2 Metrobus, go all the way to Rockville or Friendship Heights at no charge, then cycle on to other destinations or take my bike on the Metro to go downtown. Seniors ride Metrobus and Ride-On buses for free with a Senior SmarTrip card during off-peak hours. Just show the driver your Senior SmarTrip card. [School age school children can also use the buses and bike racks for free during designated hours.] If you’ve never used one of the bike racks, it pays to find a bus at the end of the line and give yourself time to see how the rack works. It’s easy, but it’s not self-evident, so it’s worth learning and practicing how to use the rack when the bus is not in mid-route and other passengers are not held up while you figure it out. I speak from experience.

## **Resolutions Concerning Bicycle Safety** **By Steve Friedman, PBTSAC member, and** **Peggy Dennis, Transportation Committee** **member**

The following resolutions will be presented, discussed and voted on at the October 14 meeting to establish an official MCCF position. They follow recommendations

already approved by the County's Pedestrian Bicycle Traffic Safety Advisory Committee. We ask for the Civic Federation's approval as a show of support among a broad spectrum of residents.

#### **MOTION 1: County-wide Bike Safety Education Campaign**

*That the MCCF recommend to the County Executive that a county-wide bicycle safety education campaign be developed that meets national best practices (i.e. League of American Bicyclists) for bicyclists of all levels with consideration for less experienced bicyclists to address the anticipated increase in bicyclists due to the implementation of Bikeshare. In addition, the PBTSAC recommends that an education campaign be developed which focuses on motorists regarding safe interactions around and with bicyclists. This may include details such as:*

- Understanding the rights and responsibilities of bicyclists in using the roads, trails, and/or sidewalks
- Conflict mitigation with other road users
- Use of protective and reflective devices to reduce risk while riding
- Use of proper signals to inform other road users of bicyclists actions

#### **MOTION 2: MCPD Bike Patrol Activities**

*That the MCCF recommend to the County Executive that MCPD bike patrols be encouraged to ride in the streets in addition to riding on sidewalks during routine patrols, as well as participate in motorist and bicyclist sting operations to identify road users operating vehicles in an unsafe manner. MCPD bike patrols would serve as examples to all road users of riding on the road safely and would educate road users on relevant laws pertaining to safe/legal operations regarding interactions with other road users. Doing so as an ancillary function to these patrols would not diminish the ability of bike patrols to be able to go where cars can't go and would further educate and protect all road users as well as pedestrians who have to cross county streets while considering the actions of vehicular road users.*

#### **MOTION 3: Improve Bicycle Infrastructure**

*That the MCCF recommend to the County Executive that emphasis be given to improving existing bike infrastructure or implementing new bike infrastructure in the areas where Bikeshare will be implemented, working with all appropriate stakeholders, including but not limited to affected schools. This will provide the Bikeshare program with the opportunity to succeed by*

helping participants feel safe and confident when using bicycles. Research indicates that proper signage, bike lanes, "sharrows," etc. help facilitate safe bicycling by notifying bicyclists and motorists alike of where bicycles are allowed to ride as well as create an expectation that bicyclists will be using these facilities.

#### **MOTION 4: Bicycle Ride-along**

*That the MCCF recommend to the County Executive that the 2011 ride-along is repeated within and not later than one year following the implementation of Bikeshare. This will allow MCDOT, bicycling advocates and other stakeholders to assess the progress being made in the first four points above and point out areas requiring more attention.*

### **PLU Committee Position on White Oak Science Gateway Master Plan**

**by Eileen Finnegan, Hillandale delegate and PLU member, and Jim Humphrey, PLU Chair**

At their 9/19 meeting, the Federation's Executive Committee approved to present for vote of the delegates the Planning and Land Use Committee recommended MCCF position (printed below this article) on the Planning Board Draft of the White Oak Science Gateway (WOSG) Master Plan, recently transmitted to the County Council for consideration.

#### **Background**

The WOSG Master Plan area includes the east county communities of White Oak, Hillandale, Burnt Mills and the WestFarm/CherryHill area. The Plan would rezone all commercial and industrial properties to Commercial/Residential, increase densities on some garden apartment properties, and rezone the National Labor College site. Plans for a town center project by Percontee (a Gudelsky family enterprise) and the adjacent county Science and Technology Center (in partnership with Percontee) are designed to complement the new FDA headquarters on New Hampshire Ave. Residents are generally supportive of development and reinvestment in the area, hoping to bring amenities closer to home.

The Plan envisions three distinct mixed-use development nodes--the Cherry Hill Employment area, White Oak (centered on the shopping center), and Hillandale (including the Labor College property). A February 2012 traffic analysis anticipates 8,500 new housing units and 13 million square feet of commercial development (40,000 new jobs) would result from Plan approval. Since under the most recent Subdivision Staging Policy

(formerly called the Growth Policy) the area was determined to have inadequate capacity on its limited existing road network, Bus Rapid Transit (BRT) is considered essential to providing adequate transportation infrastructure to manage this future development. The proposed Draft Plan is not in land-use/transportation balance.

### **Alternative Implementation Mechanism (AIM)**

The Planning Board Draft Plan includes a recommendation for an “alternative path” for development allowing projects to voluntarily avoid LATR (Local Area Transportation Review), TPAR (Transportation Policy Area Review), and potentially transportation impact taxes. Instead, under AIM the county would collect some unspecified (lower) payment to go toward area-specific “transit mobility and reduction of Non-Auto Driver Mode Share” (NADMS), which could not be used for roadway improvements.

This alternative was fashioned both quickly and late in the planning process without public input. Under the AIM scheme, following approval of the Plan a Working Group would be appointed to flesh out details of the alternative process and determine what payment levels might be adequate to fund needed transit improvements, and report back to the Planning Board and Council within 9 months.

The PLU Committee position urges Council delete the AIM, as we believe it is unacceptable to agree to a new master plan implementation mechanism, the details of which will not be known until well after Plan approval. We are also concerned that if big developers use AIM and put large numbers of residential and employment trips on the existing roads without any capacity improvements, smaller projects using the standard LATR and TPAR development method will be blocked from moving forward or need to make huge payments in order to secure approval.

In addition, there are two existing master plan implementation processes in place: the traditional one which submits projects to LATR and TPAR tests and payments, and the accompanying transportation and school impact fees; and the comprehensive Development District taxing approach used for the White Flint Plan. The PLU Committee believes MCCF should caution Council away from embarking on a path of customizing and negotiating new implementation schemes for individual master plans.

### **Staging**

The Planning Board Draft of the WOSG Plan would allow moving to Stage 2 implementation, with its increased

density of development, if BRT on US29 and New Hampshire Avenue is “fully funded for implementation and construction within the first six years of the County’s Capital Improvements Program or State’s Consolidated Transportation Program.” Development could move to Stage 3, if BRT on US29 was operational and BRT on New Hampshire Avenue, if not operational, was “fully funded for implementation and construction within the first six years of the County’s CIP...”

The PLU Committee position urges the Council to use a staging method they recently employed in the Chevy Chase Lake Sector Plan that requires construction to have begun on transportation improvements before moving to Stage 2, not just funding in the 6 year CIP. We support a similar approach in the WOSG Plan requiring start of construction on US29 or New Hampshire Avenue BRT before moving to Stage 2 (not just funding in the 6 year CIP), and BRT on US29 to be operational and construction at least started on New Hampshire before moving to Stage 3.

In addition, under the AIM scheme, large projects would have a target of 30% NADMS at project completion, calculating only commercial trips (not residential), and would have lower targets for earlier phases of a project. The PLU Committee position urges Council to use the same NADMS staging they have used in other master plans, which allows moving to latter stages of Plan implementation only when a specified NADMS target for commercial and residential trips is achieved for the entire planning area.

The PLU Committee believes the staging changes we support will better ensure that supportive infrastructure is in place to handle the growth planned for the WOSG area.

## **Resolution on MCCF Position on White Oak Science Gateway Master Plan**

### **By Jim Humphrey, Chair, Planning & Land Use Committee**

The following resolution will be presented, discussed and voted on at the October 14 meeting to establish an official MCCF position:

1. MCCF urges the County Council to remove the Alternative Implementation Mechanism proposed in the Draft WOSG Plan.
2. In addition, we urge staging language in the Draft WOSG Plan be amended to require that:
  - a) prior to moving to Stage 2 implementation of the Plan, construction must have begun on Bus Rapid Transit (BRT) on either US29 (from Silver Spring

- Transit Center to Burtonsville Park) or on New Hampshire Avenue (from Takoma/Langley Transit Center to US29);
- b) prior to moving to Stage 3 implementation of the Plan, BRT (as described in Stage 2 above) must be operational on US29 and construction must have begun on BRT along New Hampshire Avenue; and,
  - c) Council should specify percentage goals for Non-Auto Driver Mode Share that must be met prior to moving to Stage 2 and Stage 3 which are planning area wide, including both commercial and residential existing baseline data as well as all redevelopment and new development."

## White Oak Science Gateway Master Plan

by Dan Wilhelm, Transportation Chair

The MCCF Planning and Land Use (PLU) Committee is proposing a motion concerning the White Oak Science Gateway Master Plan to which I and most other citizens in Eastern Montgomery County am strongly opposed. Their opposition deals with various aspects of staging: the "Alternative Implementation Mechanism AIM; building of the Bus Rapid Transit (BRT) Corridors; and requiring developers to achieve a high Non-auto Driver Mode Share (NADMS) for the entire master plan area, not just their specific development.

The PLU Committee proposal is designed to effectively preclude any development in the Master Plan area. It is supported by those in Four Corners who don't want more traffic. A transportation presentation was provided to the Planning Board on September 19 which showed that with the BRT and the large amount of proposed development, the projected travel time for 2040 between White Oak (Stuart Lane) and Four Corners (University Blvd) is much less than what it would be without them. The reason is that the new jobs in the White Oak area would attract people so they wouldn't need to drive down US29. The congestion reduction numbers are large: 20.9 minutes vs. 35 minutes in the morning and 19 minutes vs. 32 minutes in the evening. Thus the new development will benefit those in Four Corners. They should be supporting BRT and the development rather than opposing them.

Most of the citizens in eastern Montgomery County wish to see the zoning, land uses, and densities for the three primary activity areas be substantially transformed, to revitalize the area, and to bring amenities that will enhance the quality of life and value of our neighborhoods. This transformation will capitalize on the high paying biomedical and life science job opportunities created by the consolidation of the U.S. Food and Drug Administration (FDA) in the master plan area. These activity centers are in the Hillandale area, White Oak, and Cherry Hill that today

are office, retail and industrial uses. The White Oak area also includes a large number of 50+ year old garden apartments that we would like to see redeveloped over the life of the master plan.

This area is already developed and the draft master plan is about redevelopment. A total of 13 (including me) of the 14 citizens on the Citizens Advisory Committee (CAC) proposed an Alternative Implementation Mechanism similar to what is proposed in the master plan. The proposal was put together after we realized that the normal processes would be prohibitively expensive, some \$300M for just two properties in the Cherry Hill area.

The citizens proposed an Alternative Implementation Mechanism which was refined by the Planning Board and Executive. The AIM would still require the developers to pay their fair share of the transportation improvements and take steps to reduce the dependence on automobile use. There was not sufficient time to fully sort out the details, so the master plan proposed a framework that would be completely fleshed out after the Council approves the master plan. Once that is done, the Subdivision Staging Policy (SSP) would be amended by the Planning Board and Council. Citizens would be involved in a Technical Work Group (TWG) to develop the mechanism and would have an opportunity to comment before the Planning Board and Council.

According to the draft Master Plan, the AIM must involve County and State partnerships with the private sector and should, at a minimum, include the following elements:

- An equitably shared transportation funding program that adequately finances the necessary infrastructure improvements and creates alternatives that will encourage non single-occupant vehicle trips.
- An adequate infrastructure financing and construction phasing plan to ensure planning, design, and construction of the transportation infrastructure needed to serve the new development in a timely manner, as well as a procedure for allocating implementation costs to individual projects
- A requirement that each new project or any redevelopment within the Plan area achieve a minimum 30 percent NADMS at full build-out. For phased development projects, prior to full build-out, at specified phases of the project, the developer should commit to a graduated NADMS goal at the time of regulatory approval, with implementation guaranteed by adequate sureties. For smaller, or single-phase, projects the TWG should propose an appropriate NADMS target and/or methods for smaller projects to participate most effectively in the White Oak Transportation Management District.
- All funding from the alternative implementation mechanism should go toward transit that improves

mobility and increases NADMS in the Plan area. The only real transportation solution for this area is BRT.

The staging requires that a Transportation Management District (TMD) be created for the entire master plan area. TMDs require property owners to work together and financially support transportation improvements. The PLU Committee's recommendation on Alternative Implementation Mechanism should be rejected since most citizens in the area support the Master Plan and there will be multiple opportunities for public involvement as the mechanism is developed and approved.

The PLU Committee is also proposing that the high NADMS apply to both the redeveloped area and also to existing development and that it occur before Stage 2 can begin. This requirement is impossible for any developer to meet since they don't have any control over what already exists or is approved. Some 12,000,000 sq. ft. of commercial and 7000 dwelling units already exist or are approved. Stage 1 only adds 4M sq. ft., some of which could be housing, but there is no requirement that any housing be included. The high NADMS in the Master Plan is already aggressive and it applies just to the redevelopment. The PLU Committee proposal should be rejected as not workable and the plan already requires an aggressive NADMS.

I think the only practical way to achieve the high NADMS proposed in the plan is via BRT. The Master Plan requires the US29 BRT be funded before stage 2 development can receive building permits and New Hampshire Avenue BRT be funded before stage 3 development can receive building permits. As with projects where development is staged, it is tied to funding, not construction or operation. Since it takes a number of years for both to become operational, the idea is that both the transportation infrastructure and the development occur at the same time. For this reason, the PLU Committee's recommendation should be rejected.

## **BRT Testimony Not Fact Based** by Dan Wilhelm, Transportation Chair

There were a number of statements made during the Council's two public hearings on the Countywide Transit Corridors Functional Master Plan (CTCFMP) that reflected misunderstandings of what is in the plan. Some of the misunderstandings and the facts related to them follow. The information provided below is based upon the CTCFMP unless noted otherwise. Much of this information came from the Planning Staff.

- There were a number of comments that Appendix 11 would require the taking of large amounts of for a right-of-way (ROW) as wide as 185 feet. Appendix 11 shows the typical sections that were used to determine ROW needs. Both constrained and preferred dimensions/ROWs are shown. While the higher values

for the preferred dimensions are more desirable, most of the county ROWs are constrained, so those are the values the planning staff most often used. The plan does not recommend acquiring additional ROW to achieve the preferred values. The resulting ROW needed is what was shown in the plan. In 74 of the 97 segments, the proposed ROW is the same as the existing ROW and requires no additional taking of land. For the other 24 segments, the average additional amount of taking to achieve the needed ROW is six feet.

- The CTCFMP Appendix identifies where additional ROW is recommended beyond what is already shown in county master plans. A figure of 3,000+ properties was quoted as being impacted but the staff has not yet completed that analysis. Even when land will be taken, that doesn't necessarily mean that a building will be demolished or an owner no longer able to use his property.
- It was stated that medians would be removed, but that is not proposed by the CTCFMP in any location. It recommended all medians be retained. Where medians are now less than six feet wide, the CTCFMP recommended they be widened to at least six feet to achieve the space needed to construct pedestrian refuges. At non-intersection and non-station locations, trees would be provided where possible. Trees are included along the roadside in all the typical sections developed for this plan.
- The December 2012 study by the Institute for Transportation and Development Policy (ITDP) was cited as saying that MD355 was the only viable corridor and that was based on an unprecedented 100% increase over existing bus ridership. While the citation is true, by ITDP's staff's own admission they were only looking at existing ridership and what was reasonable to expect in the near-term. They did no modeling to determine a true forecast ridership, nor were they looking at conditions and demand in 2040, which is what the CTCFMP did. That report also states that while US29 doesn't have the ridership characteristics of BRT as they define it, dedicated lanes would be useful to avoid congestion delays.
- Several statements were made about BRT service potentially disadvantaging local bus service. MCDOT is currently undertaking a study of how BRT service and local bus service would best interact. While the results of that study are still forthcoming, the space for dedicated lanes in the CTCFMP would make it easier to provide better service for local bus as well as BRT. Where curb lanes are the selected treatment, both BRT and local bus patrons would benefit. Where a median busway is selected, the ability to accommodate both BRT and local bus service in the median would have to be investigated.

- Many comments were made about taxing property owners on or near the transit corridors. The CTCFMP makes no determination of cost nor a recommendation on financing. The Transit Task Force Report estimated the cost of the entire 160 mile network at \$1.8B. This value includes the CCT which is a state responsibility. Since the Master Plan is for 80 miles, that would mean the ballpark for the CTCFMP is less than \$900M and that includes maintenance facilities and BRT vehicles, which can cost \$1.1M each. Some people were saying \$10B to \$18B for what is in the CTCFMP.
- There were also statements about a proposal to tax properties within half a mile of the BRT lines. The Transit Task Force report provided 10 different funding alternatives but made no recommendation or prioritization. A number of the alternatives were developed to provide answers to “what-if” questions and provided them for educational purposes, even if they were unrealistic. Five of the alternatives did include taxing properties within half a mile of the BRT corridors to cover capital costs. The half-mile distance applied only to non-residential (commercial and office) properties. It is interesting that citizens are objecting to taxing non-residential properties.
- Statements were made that repurposing lanes for BRT use only would reduce roadway capacity. The opposite is true since the decision to repurpose lanes was made only where forecast BRT ridership was greater than the number of people who would otherwise be using a lane of general traffic.
- Statements were made that repurposing lanes on MD 355 for curb BRT lanes would cause backups that would prompt some drivers to take detours through Chevy Chase West. The recommendation for lane repurposing was made based on ridership forecasts that showed that BRT would move more people in the transit lane than could be moved in general purpose lanes. Therefore, traffic could actually be reduced in the remaining lanes. Because there is not a through north-south parallel route through Chevy Chase West, and residents have correctly testified that they live in what is essentially a cul-de-sac with no access to the west, diverted traffic is not expected to be a major problem.
- Statements were made that the plan is premature and that we should build the two busways in our current master plans first. Project planning has already begun on the Georgia Avenue and Veirs Mill Road BRT studies, so those two projects are moving along. But rather than be too early, since each of the corridors will likely be broken down into segments to be studied in greater detail, and because it takes several years to go through the planning and design processes that are needed to determine construction costs, this is the appropriate time to begin more detailed planning on a comprehensive transit network. The cost of such a large

network is something that will likely have to be paid for over many years so it needs to be scheduled well in advance.

- There were several comments expressing concern about segments that were recommended as mixed traffic and a desire that dedicated lanes be provided. The CTCFMP provides the flexibility to change the treatment on these segments and corridors based on further study.

## MCCF Sponsors School Food Forum By Gordon Clark, Montgomery Victory Gardens

The Civic Federation is pleased to be a sponsor of an important forum promoting healthier food for young people in Montgomery County’s public schools. The "SCHOOL FOOD FORUM: Creating a Vision of Fresh, Real Food in Montgomery County Public Schools" to be held Saturday, November 2, 9:30am - 2pm at Lutheran Church of St. Andrew, 15300 New Hampshire Ave in Silver Spring, MD 20905. Keynote speaker is nationally known school food reformer Tony Geraci, former Food Director at Baltimore City Schools, current Director of Nutrition Services at Shelby County Schools in Memphis, and subject of the documentary film "Cafeteria Man." Additional speakers include Marla Caplon, Director of MCPS Food and Nutrition Services, Lisa Lefferts of Center for Science in the Public Interest, Kathy Lawrence of School Food FOCUS, and members of the Montgomery County Council. We anticipate an attendance of 250-300, including parents, school administrators, teachers, and elected leaders from Montgomery County and the state of Maryland.

Tickets for the event are \$25, \$15 for students, and scholarships are available for the financially challenged. But this includes a delicious, nutritious, locally-sourced lunch hosted by Real Food For Kids - Montgomery and Montgomery Victory Gardens. For more info and registration go to [www.realfoodforkidsmontgomery.org/forum.htm](http://www.realfoodforkidsmontgomery.org/forum.htm) or call 301-202-4812"

The Forum is being hosted by two local non-profit organizations: Real Food for Kids - Montgomery (RFKM) and Montgomery Victory Gardens (MVG). RFKM is a grass-roots parent advocacy group promoting whole, delicious, fresh, and nutrient-rich foods in MCPS cafeteria lunches. Founded in October 2012 by two parents, RFKM has built a network of more than 500 supporters, representing parents in 71 of the 202 schools in MCPS. RFKM is collaborating with MCPS to bring about positive changes to the food served in our schools. Montgomery Victory Gardens (MVG), founded in 2009, is

an education and advocacy project promoting locally grown food and a more sustainable Montgomery County. MVG supports local farmers, teaches young people and adults how to grow food, sends regular food updates to over 800 county residents, and plays a lead role in changing MCPS policy to allow and promote vegetable gardens in MCPS.

This forum will build on our organizations' successes - including getting agreement for a trial of healthier vending machines and a la carte items in MCPS schools in the autumn of 2013 and the removal of products that were not in compliance with wellness regulations, as well as organizing parents and local food advocates to help them establish wellness committees in their schools, and expanding food growing and educational opportunities following the first comprehensive survey of edible gardens in county schools.

As we deal with an alarming rise in child obesity, a continuing loss of farmland, and a range of other health and environmental concerns, we can think of no better solution than to bring more fresh, whole, locally produced food to the 149,000 school children in Montgomery County, along with food growing and nutrition education programs

## Membership Report

### By Dan Wilhelm, Database Manager

The Civic Federations welcomes our newest association member: the Flower Valley Citizens' Association and its delegates, Trish Toven, Steve Gensemer & Randy Stone.

Our membership year began on July 1. As of September 30, the following associations have renewed their membership:

Allanwood-Gayfields-Willson Hills-Gaywood Estates Civic Association  
 Battery Park Citizens Association  
 Burnt Mills Civic Association  
 Cherrywood Homeowners Association  
 Citizens Coordinating Committee on Friendship Heights  
 Congressional Forest Community Association  
 Coquelin Run Citizens Association  
 East Silver Spring Citizens Association  
 Flower Valley Citizens Assn  
 Fox Hills West Citizens Association  
 Garrett Park Estates-White Flint Park Citizens Association  
 Greater Colesville Citizens Association  
 Greater Goshen Civic Association  
 Greater Olney Civic Association  
 Hillandale Citizens Association  
 Huntington Terrace Citizens' Association

Kensington Heights Citizens Association  
 Kenwood Park Citizens Association, Inc.  
 Layhill South Citizens Association  
 Manor Lake Civic Association  
 Manor Oaks Neighborhood Association  
 Maplewood Citizens Association  
 Norbeck Meadows Civic Association  
 North Bethesda Neighborhoods  
 North White Oak Civic Association  
 Northwood-Four Corners Civic Association  
 Parkwood Residents Association  
 Regency Estates Citizens Association  
 Rock Creek Hills Citizens Assn  
 Rock Creek Palisades Citizens Association  
 Snowdens Mill Homeowners Association  
 South Four Corners Citizens Assn.  
 Stonegate Citizens Association  
 Strathmore-Bel Pre Civic Association  
 Town of Somerset  
 Village of Drummond  
 West Bradley Citizens Association  
 Westmoreland Citizens Association  
 Wildwood Manor Citizens Association  
 Wood Acres Citizens Assn  
 Woodside Park Civic Association

### Dues Not Yet Paid

Bannockburn Civic Association  
 Chevy Chase West Neighborhood Association  
 Clarksburg Civic Association  
 Conservation Montgomery  
 Edgemoor Citizens Association  
 Fleming Park Community Association  
 Glenmont Forest Citizens Assn  
 Glenmont Forest Neighbors Civic Assn  
 Grosvenor Park Condominium Citizens Association  
 Kensington View Civic Association  
 Kenwood Condominium  
 McKenney Hills Carroll Knolls Civic Assn  
 Mid-Atlantic Hispanic Chamber of Commerce  
 Montgomery County Taxpayers League  
 Park Hills Civic Association  
 Sandy Spring Civic Association  
 Section 3 of the Village of Chevy Chase  
 Seven Oaks-Evanswood Citizens Association  
 Shady Grove Woods HOA  
 Sligo Park Citizens Association  
 South Bradley Hills Neighborhood Assn  
 Southeast Rural Olney Civic Association (SEROCA)  
 Stop COSTCO Gas Coalition  
 Tivoli Community Association  
 Twinbrook Citizens Association  
 Villages of Bethesda

West Montgomery County Citizens Association  
Woodmoor Pinecrest Citizens Association

Individual Members Paid

Ben Petree Stan Schiff  
Fife Northrop Timothy French

Dues Not Yet Paid

Diana Conway Maria Fusco  
Wilbur Friedman Luella Mast  
Donna Baron Sophia Maravell  
Jordan (Jay) Harding Jennifer Fajman

## Update your Contact Information

### By Peggy Dennis, Past President

Many civic, homeowners and neighborhood associations elect new officers or boards during the summer or autumn. Please remember to provide updated contact information to those who need to be able to reach you.

All associations should send updated information to the Communications Office at Maryland National Capital/Park & Planning Commission. Your contact is Ms. Arnita Jackson at 301-495-4601 or by email at [arnita.jackson@MNCPPC-MC.org](mailto:arnita.jackson@MNCPPC-MC.org) or using the interactive website at [www.montgomeryplanning.org/gis/interactive/hoa2/shtm](http://www.montgomeryplanning.org/gis/interactive/hoa2/shtm)

Depending on where you live, you should also update your contact information with your respective Regional Services Center.

Western County:

[bethesda.citizen@montgomerycountymd.gov](mailto:bethesda.citizen@montgomerycountymd.gov)

Silver Spring: [silver.spring@montgomerycountymd.gov](mailto:silver.spring@montgomerycountymd.gov)

Mid-County:

[midcounty.citizen@montgomerycountymd.gov](mailto:midcounty.citizen@montgomerycountymd.gov)

Eastern County:

[eastco.citizen@montgomerycountymd.gov](mailto:eastco.citizen@montgomerycountymd.gov)

Up-County:

[upcounty.citizen@montgomerycountymd.gov](mailto:upcounty.citizen@montgomerycountymd.gov)

## Submit a Federation Corner Column

### By Jim Humphrey

MCCF continues to submit a Federation Corner column each week to be printed in The Montgomery Sentinel (named Best Newspaper of 2012 by the Maryland-Delaware-District of Columbia Press Association). The column is a way of informing our county government officials and other Sentinel readers about the activities of the Civic Federation and the issues of importance to our members.

If you have an issue, a problem or an activity of significance to your community that you want to receive wider exposure, consider writing a Federation Corner column on the topic. Columns must be between 800 and 1000 words in length, in Word document format, and sent as an attachment to an email to:

[montgomerycivic@yahoo.com](mailto:montgomerycivic@yahoo.com). Please use the same email address if you wish to discuss a future submission.

## Minutes of the September 9 Meeting By Sue Schumacher, Co-Recording Secretary

**Call to Order:** President Carole Ann Barth called the meeting to order at 7:45. Introductions followed.

**Agenda:** The agenda was amended with 5 seconds to include an emergency resolution on the Fair Voting Elections Law, and to introduce under New Business a \$150 donation to the Montgomery County Victory Garden. A suggested addition to the agenda of MCCF joining the Safe Healthy Playing Fields Coalition was not added after a short discussion.

**Announcements:** President Carole Ann Barth told the group that Bill Schrader, MCCF former Treasurer had passed away. She also introduced the new Chairman of the Public Utilities Committee, Louis Wilen. She discussed the Food and Water Watch's campaign on Perdue's Fair Share, a program for stricter regulations on poultry run-off into Chesapeake Bay with a kick-off event on September 18. Carole then announced that the State Highway Authority will be working on MD 195, Carroll Avenue on the bridge over Sligo Creek. Paula Bienenfeld, announced that the Hack-a-Thon will be October 26<sup>th</sup> and 27<sup>th</sup>. It will be partnered by the Parents Coalition, the Tax Payers League and the Sunlight Foundation. The purpose of this is for all to be able to access data from the county. Sue Schumacher announced that her company was sponsoring on Saturday, October 5 from 9-noon, a documents shredding event along with electronic recycling and donations of gently used furniture for A Wider Circle, an organization that helps furnish apartments for homeless families. Jim Zepp announced that the on-line check book, which will allow citizens to track government expenditures, is being worked on. Gordon Clark of Montgomery Victory Gardens explained the upcoming forum on food in the public schools. He was there to ask MCCF for \$150 which, when added to the \$100 donated by Peggy Dennis would allow MCCF to be a sponsoring organization.

**Minutes:** It was moved and seconded to approve the minutes of the June 10 meeting as they appeared in the Newsletter. The minutes were approved.

**Treasurers Report:** Jerry Garson reported that the Civic Fed's finances were in good shape.

**Community Hero Award:** President Carole Ann Barth introduced Mary Ann Larkin, Program Coordinator of Intergenerational Bridges, an organization that matches immigrant children with limited English speaking abilities with volunteers. These volunteers help develop the children's English skills.

**Program:** This month's program addressed the Affordable Care Act, and those parts of the act that go into effect on January 1, 2014. Uma Ahluwaila, Director of the Montgomery County Department of Health and Human Services and Leslie Ford Weber, Director of Government and Community Affairs, Montgomery County at Johns Hopkins University. Uma explained that the State of Maryland's health insurance exchange program will allow people currently not insured or self-employed with their own individual policy to buy through a state exchange. To be eligible one must be a legal resident of Maryland. One need not be a US citizen. She further explained that this does not in any way affect Medicare. Questions were asked throughout the presentation. There are currently approximately 120,000 individual uninsured in the county. Open enrollment begins October 1 and one should contact the Maryland Health Connections on line at [www.marylandhealthconnections.gov](http://www.marylandhealthconnections.gov) or by telephone at 1.855.642.8572.

Leslie explained how health care in the state is now at the community level. It is first for primary care and preventative medicine, such as flu shots, mammograms, colonoscopies etc., at the doctor's office or at a clinic, and then to hospital as a last resort.

#### **Resolutions:**

**Support of Bill 13-2** as it appears on pages 1 and 2 of the September newsletter. The proposed resolution was adopted with one abstention.

**Resolution on 10 Mile Creek** as it appears on page 2 of the September newsletter. This proposed resolution was a passed with 3 abstentions.

**Emergency Resolution:** Peggy Dennis introduced an emergency resolution dealing with the Fair Voting Elections Bill. The bill addresses fair elections, requires a task force to study how to insure fair elections, and a show of support for DC Statehood, was moved and received the necessary 5 seconds. Peggy Dennis' motion called for MCCF to support the county's resolution but to oppose a task force to study the issue at the tax payer's expense. The vote was 9 yes, 4 no, 3 abstentions. The resolution was adopted.

#### **Committee Reports:**

**Public Safety:** Jim Zepp reported on the Nighttime Economy Task Force and recommendations that may expand late night drinking with food sales.

**Education:** Paula Bienenfeld reminded everyone that the Maryland constitution assures all of a free education and that when a student is asked to pay a fee for a text book, the parents are to remind the principal of this fact.

**Parks and Recreation:** Carole Ann Barth, Chair reported that North Four Corners Park will be gone shortly. The Parks Department is going ahead with the construction and the plans approved by the Planning Board have not been changed.

**New Business:** It was moved and seconded by 5 different member organizations for the Civic Fed to donate \$150 to Montgomery County Victory Gardens, a part of the Organic Consumers Association. This amount allows the Civic Fed to be a co-sponsor of the upcoming Forum on School Food. The vote was 12 yes, 0 no, 1 abstention. The motion passed.

**Adjournment:** The meeting adjourned at 9:52pm.

### **Minutes of the September 19 Executive Committee Meeting, By Co-Recording Secretary, Sandy Vogelgesang**

The Executive Committee (ExComm) met at the Bethesda Chevy Chase Regional Services Center.

**Call to Order.** President Carole Ann Barth called the meeting to order at 7:45 PM. Present: Carole Ann Barth, Paula Bienenfeld, Alan Bowser, Peggy Dennis, Jerry Garson, Jim Humphrey, Harriet Quinn, Virginia Sheard, Sandy Vogelgesang, Dan Wilhelm, and Jim Zepp.

**Adoption of Meeting Agenda.** Carole Ann called for and received unanimous approval of the proposed agenda.

**Approval of Minutes for June and August, 2013 ExComm Meetings.** Carole Ann called for and received unanimous approval of the minutes as published in the September 2013 newsletter.

**Treasurer's Report.** Jerry Garson, Treasurer, provided a financial update. He reported a current bank balance of \$14,901.00.

**Announcements.** Peggy and Harriet noted dates for several County hearings. Carole Ann noted Silver Spring Green Festival on Oct. 5, and Jerry reported the selection by the Democratic Party of Brian Feldman, former

Delegate to the Maryland House of Delegates, as State Senator for District 15, replacing Rob Garagiola.

**Programs.** Carole Ann introduced discussion of future programs.

- **October:** Peggy Dennis will arrange program on Countywide Bikeways Functional Master Plan. Speakers will provide update on how the master plan relates to improvements in bicycle infrastructure, what is needed most and how proposals mesh with other changes in County transit programs and the Bikeshare program
- **November:** Jim Humphrey is arranging a program on the Zoning Code Rewrite. The program and MCCF decision on a position will provide the basis for Federation testimony at the November 12 hearing on the Zoning Code Rewrite.

**Community Hero.** No nominations were made.

**Issues for Discussion.** Carole Ann led discussion of the following:

- Planning and Land Use Committee put forward their recommended MCCF position on the White Oak Science Gateway Master Plan. The Montgomery County Planning Board recently approved a land-use blueprint intended to transform the eastern part of the County into a “new Silicon Valley” for medical and life sciences research. The Board has voted to send the Plan to the County Council and County Executive Leggett for review. ExComm voted to present the PLU Committee position on this Plan for consideration by delegates at the October MCCF meeting (see article elsewhere in this newsletter).
- Night Time Economy Task Force. Jim Zepp, Public Safety Chair, had addressed most issues related to this topic (such as transit needs and sale of alcohol at restaurants) during discussion of proposed Federation programs. Although scheduling conflicts subsequently precluded arranging a program for October, the Federation will be identifying issues of priority interest to members. The Task Force is in the process of making presentations to County Regional Citizens’ Advisory Boards.

#### Committee Reports.

**Education:** Paula Bienenfeld, Chair, reported on plan to work with the County Taxpayers’ League for review of the MCPS budget in February 2014. She also provided update on Rock Terrace Elementary School ongoing investigation, proposals for later start times for high school students, the trip of County officials to China, and the possibility of teaming up with the Parents’ Coalition

of Montgomery County and the Sunlight Foundation to hold the first annual “Hackathon,” October 26-27, to collect County data and make it more readily available. [Note: date has since had to be dropped and replacement date is pending until a suitable venue is secured.]

**Public Safety:** Jim Zepp, Chair, noted issues underscored in discussion of Night Time Economy. (See above.)

**Parks and Recreation:** Carole Ann, Chair, updated ExComm on plans for North Four Corners. Jerry Garson volunteered to explore the option of changing Maryland laws to enable greater oversight of Park and Planning, as well as MCPS and WSSC.

**Planning and Land Use:** Jim Humphrey, Chair, reported on proposed remedy for residents in Farm Road area. Alan Bowser reported on his testimony in behalf of the Federation before the Planning Board on the Ten Mile Creek in Clarksburg. His testimony underscored the Federation’s support for the Save Ten Mile Creek Coalition and its efforts to preserve and protect the Ten Mile Creek watershed. Virginia Sheard provided an update on work underway about streamlining the County development process.

**Legislation.** Dan Wilhelm, Chair, reported that local bills are beginning to emerge for consideration at the General Assembly, and that he will provide an article on some key issues in the November newsletter.

**Old Business—[WSSC setbacks:** Virginia Sheard reported on latest work concerning repair of large-diameter pipes.

#### New Business

- **Annual Awards Banquet:** ExComm approved holding the 2014 Awards Banquet on Friday, May 2, 2014 at the Golden Bull Grand Café in Gaithersburg.
- **Newsletter:** Peggy set Sept. 28 as deadline for submissions
- **Next ExComm meetings:** Oct. 17 at home of Sandy Vogelgesang. Site for November meeting TBD.

**Adjournment:** Carole Ann called for and received unanimous approval for adjournment at 10:15 PM.

**Federation Meeting**

**Session 849**

Monday, October 14, 2013  
7:45 1st Floor Auditorium  
County Council Office Building,  
100 Maryland Avenue  
Rockville, MD

Agenda:

- 7:45 Call to Order & Introductions
- 7:50 Approval of Agenda
- 7:51 Announcements
- 7:54 Approval of Minutes of September 9 meeting
- 7:55 Treasurer's Report
- 8:00 Program: Bikeways & Trails Master Plans
- 9:15 Vote: Resolution on Bike Safety Motions
- 9:25 Vote: Resolution on PLU positions on WOSG
- 9:25 Committee Reports
- 9:45 Adjournment

The **Montgomery County Civic Federation** is a county-wide nonprofit educational and advocacy organization. It was founded in 1925 to serve the public interest. Monthly Federation meetings are open to the public and are held on the second Monday of each month September through June at 7:45 p.m. in the First Floor Auditorium, County Council Office Building, 100 Maryland Avenue, Rockville, MD. Free parking in garage accessed from Monroe St. or from Jefferson St. heading east from I-270.

The **Civic Federation News** is published monthly, except in July and August. It is mailed or emailed to delegates, associate members, news media, and local, state, and federal officials. Permission is granted to reprint any article provided proper credit is given to the "**Civic Federation News of the Montgomery County Civic Federation.**"

Submit contributions for the next issue by: **Sunday, October 27**. Prepare submission as an MS Word, Word Perfect or text document, **attach** it to an e-mail, and send to **mccfnewsletter@gmail.com**

Please send all **address corrections** to Dan Wilhelm, 904 Cannon Road, Silver Spring, MD 20904, 301-384-2698, or [djwilhelm@verizon.net](mailto:djwilhelm@verizon.net).

**NEXT EXECUTIVE COMMITTEE MEETING**

**THURSDAY, OCTOBER 17**

**7:45 P.M.**

**AT THE HOME OF SANDY VOGELGESANG**

**9009 CHARRED OAK DRIVE, BETHESDA 20817**



**Official Publication of the  
Montgomery County Civic Federation**

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First Class Mail

*Address service requested*