

Thank you for this opportunity to share my comments on Montgomery County's Transportation Priorities.

After reviewing this Hearing's packet, which contained letters dated 5/14/20, 6/8/22 & 1/19/23 I see I have comments to share.

These packet letters showcase important changes in public opinion and in leadership thinking about Transportation Priorities over a short time period.

Opinions are moving away from auto-centric crawl & sprawl life styles, towards developing walkable communities, electric vehicles, electric buses and advancements in Pedestrian & Bicycle Safety infrastructure as priorities.

Transit funding continues to improve people mobility, with BRT expansion on MD 355 North, with Flash Services, the Purpleline completion asap, and renewed interest in the Corridor Connectors (CCT). These Transit Services should enhance economic development in all of Montgomery County, as well as benefiting surrounding areas, while balancing Climate Change Priorities to reduce auto emissions in the Region.

The existing complexity of traffic congestion in the National Capital Area (DC, MD & VA - Mid-Atlantic Region), comes as a result of highway development, without advancing the benefits of Transit Service connectivity for 30 years or more. Transit was in the Transportation Plan originally, to balance residential over development in Maryland counties, even though Transit funding was continually set aside.

Utilizing existing roads to add modern Transit improvements and services, should eliminate the practice of clearcutting mature forest canopies and critical ecosystems. Clearcutting as practiced by eager forest harvesters wanting to replace their destruction with a Scope of Work that also scrapes out each Stream's biodiversity. (See MDE MS4 Permit category's - Stream Restoration's Scope of Work/site plan).

The Mid-county Highway Extended (M-83), should never be built, because the penciled in Route (over 50 years ago), was a short sighted highway plan, drawn without understanding this area's geological difficulties, that would contribute to future risk and costs.

Pedestrian & Bicycle Safety concerns about the problems with Vision Zero. An ALERT is needed to raise public awareness amongst walkers and bikers, who while trying to improve daily physical health, are not aware of where the high incident areas (HIA) are located. Red painted Crosswalk stripes would ALERT drivers to proceed with caution.

In otherwords, at those (HIA), intersections with the reoccurring accident history, the Crosswalk is painted with Red strips not white strips. This color would immediately Alert Drivers, Walkers & Bicyclist alike, that this intersection is more dangerous & prone to be an accident risk, so proceed with caution!

Encourage new development & redevelopment areas to feature walkable destinations. Convenient service communities (15 to 30 minutes walk), to enable Pedestrians and Bicyclists to travel short distances to get to jobs, schools, housing, grocery stores, transit stops, health & emergency care services, education & community centers for public events. Thereby reducing reliance on fossil fuel vehicles to drive to every location. Walkable destinations provide healthier outcomes.

What transportation ideas have met Vision Zero criteria, that worked at getting to Zero elsewhere?

What are proven practicable ideas that worked on reducing systemic inequity, featured inclusion and enhanced diversity in employment opportunities for consideration by Montgomery County Agencies & Departments?

Respectfully submitted for your consideration when discussing Transportation Priorities going forward.

Thank you, Edna Miller, 20 years resident of Montgomery Village, MD.