

Good afternoon. My name is Deane Mellander and I live in the Kemp Mill neighborhood. I spent 30 years as a planner and zoning specialist with Park and Planning and another 20 years as the Zoning Administrator for the City of Rockville.

The Council's decision to change the roadway designations doesn't affect how the roads operate. Primary and secondary streets will now be just streets without regard to the way they were originally intended to serve. What used to be arterials and business district streets seem to fall somewhere between connectors and highways. Highways now seem to include what were once major highways and freeways. Parkways are lumped into this category. While the three parkways controlled by Park and Planning are excluded, other thoroughfares are also called parkways. What constitutes a Parkway? Does it include Boiling Brook Parkway, a divided residential street in North Bethesda? Evans Parkway in Silver Spring, a short, narrow residential street? There doesn't seem to be an apparent distinction among them or a consistent application of standards applicable to them.

At the public meeting I attended in Kemp Mill last month it was obvious that the community perceived the Master Plan of Highways update and the

University Boulevard plan were one and the same. Clarify that the master plan of highways provides the new design standards. The community master plan recommends how these designs will be utilized to achieve the plan's goals.

Further, a more in-depth explanation the Vision Zero Action Plan must be presented to the public. Residents are not adequately informed that the intent of Vision Zero is to eliminate pedestrian traffic fatalities by:

Eliminating some free right turn lanes;

Eliminating right turns on red;

Radically reducing speed limits, thereby extending travel times;

Revise timing of traffic lights forcing cars to stop at every single red light.

Residents are already of the opinion that Vision Zero is just an excuse to lower the speed limits on all the County Roads to 25 miles per hour.

Almost all of this seems to place the onus of the driver. Pedestrians must also observe the laws. A pedestrian in a cross-walk has the right-of-way. However, walkers and bikers often ignore the lights at signalized intersections.

When the traffic signal is green, pedestrians still try to cross against traffic while cars expect to have clearance to proceed.

Does the County intend to turn most of the major intersections back into a Barnes Dance, where all traffic is stopped at the intersection while pedestrians cross in all directions? Protection of pedestrians can be accomplished by other means.

Curb barriers to hinder jay-walking;

Pedestrian bridges like the ones on Georgia Avenue;

Crossing guards near schools.

The County has long acknowledged that traffic problems cannot be legislated or restricted or slowed until congestion goes away. The number of buses on the roads, even during the school year, does not justify having dedicated bus lanes. Vision Zero is impractical and punitive for anyone who drives and absolutely unachievable.

Further, there is the pending proposal to revise the single-family zones allowing them to become multi-family developments. This action will multiply the population of our neighborhoods by three to four times, increasing the number of extra cars by two or three per dwelling. Council has not even

addressed the lack of parking which already exists on our local narrow, winding streets. The houses in Kemp Mill, built in the early 1960's, were single family homes designed with driveways for only one to two cars. Many of the surrounding neighborhoods, particularly those bounded by Georgia Avenue, Veirs Mill Road, and Connecticut Avenue, have no driveways. Council will be expanding the number of residents while restricting the ability to circulate into and through these neighborhoods. Please explain how this problem will be solved.

Thank you for your attention.

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