



**MONTGOMERY COUNTY DEPARTMENT OF
TRANSPORTATION**
Commuter Services Section



Friendship Heights TMD
Commuting Patterns
FY04 – FY14



Friendship Heights TMD Report

Commuting Patterns: FY04-FY14

Friendship Heights Transportation Management District

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I. Executive Summary



Friendship Heights Transportation Management District Performance Highlights

Executive Summary

The Friendship Heights Transportation Management District

This report describes the activities and performance of the Friendship Heights Transportation Management District (TMD) from FY04 to FY14. Established in October 1999 by the Montgomery County Council, Friendship Heights TMD is one of five operating TMDs in the County. A sixth TMD is being established in White Oak.

The TMD serves as a liaison among commuters, employers in the region, and the County government, to provide a wide range of transportation information and options for employees in the Friendship Heights Central Business District (CBD). TMD staff, which includes Montgomery County Commuter Services (CSS) and contractors, conducts outreach to employers and employees, holds commuter events to encourage commuters to opt for greener transportation choices, and distributes materials to employers, including human resources offices, to ensure employees have all the information they need about taking public transportation to work or utilizing other alternatives to single-occupancy vehicle use.

The Friendship Heights TMD boundaries coincide with the Friendship Heights Central Business District. The TMD lies along the border between the District of Columbia and Maryland and is a thriving hub of residences, businesses and recreation facilities, in a high-density area of Montgomery County.

To reduce traffic into the TMD, the Montgomery County Council established a goal in which at least 39 percent of peak period commuters arrived to work by public transit, carpool, biking or any mode *other* than driving alone in a car; this is expressed in the report as “Non- Auto Driver Mode Share” (NADMS.)¹

Additional general TMD goals include the following:

- *Reduce traffic congestion*
- *Increase transportation capacity*
- *Reduce air and noise pollution*
- *Promote bicycle and pedestrian access and traffic safety*

**Over the decade, the
Friendship Heights TMD has
consistently achieved its goal:
39% Non-Auto Driver Mode
Share Travel
into the TMD
During the Peak Periods**

This report will provide an overview of TMD operations during the FY04-FY14 period. It describes the TMD programs and services; explains ongoing TMD activities with employers; and shows how Silver Spring employees are commuting to work through analysis of the commuter survey data. It includes an analysis of the transportation system, with a focus on public transportation, parking, traffic and intersection performance.

Highlights include:

- The TMD goal of **39 percent** NADMS reached and exceeded.
- A **2.9 percent** increase in number of teleworkers

Other highlights and key elements of the year are outlined on the following page and organized according to sections of the report.

¹ Non-Auto Drivers include carpool and vanpool passengers. Pool drivers are excluded from NADMS calculations. The Peak Period is defined as 7:00 AM – 9:00 AM

a. TMD Operations, Programs and Services

- TMD staff continually surveyed employment sites during FY04-FY14, identifying previously unknown companies, establishing employer relationships and building the database of commuter information. There are currently 377 companies and organizations in the database.
- By the end of FY14, **more than 50 Friendship Heights employers** indicated that they had employed one or more Transportation Control Measures (TCMs) at their work sites.
- During the reporting period, **there was a steady climb in the number of companies** providing a transit benefit to their employees (“transit benefit” includes direct payment for transit or vanpool costs, pre-tax deduction from the paycheck, or some combination of the two). By the end of FY14, **50+ employers** located in the TMD provided a transit/vanpool benefit. A significant percentage also had some form of telecommuting or flex schedule options in place, and offered other commuter benefits like bike racks and showers.
- The County introduced the **“FareShare”** transit/vanpool subsidy program for employers in FY01, and funding for the program continued during most of the reporting period until FY10, when the economic recession forced the County to suspend funding. FareShare funding was promoted to employers as “seed money” to encourage the continued provision of a transit and vanpool tax-free benefit to employees after the 12-month funding period ended. FareShare became “Super FareShare” in FY02 and later expanded to include multi-year funding for companies. By FY10, when the program was suspended, **37 companies** in the TMD had participated in the program, and more than **400 employees** had benefited from the program.
- In FY03, County Council adopted Council Bill 32-02, amending Chapter 42A of the County Code to require employers with 25 or more employees to submit a **Traffic Mitigation Plan** (TMP) to the Montgomery County Department of Transportation. By the end of the reporting period, **30+ employers** had filed TMPs and/or TMP Annual Reports detailing their progress in meeting the County mandates.
- An impressive **134 bicyclists** registered for the Friendship Heights pit stop on Bike to Work Day 2014, a **75 percent** increase in participation over FY13, the first year that Friendship Heights sponsored a pit stop. Inaugurated in the

Washington region in 2001, Bike To Work Day has become a multi-jurisdictional event that grows each year. Wisconsin Place graciously hosts the Friendship Heights pit stop each year.

- Other regional and local events that the TMD takes part in include: International Car Free Day, September 22nd of each year; and the annual Walk & Ride Challenge, promoting walking as a way to include exercise with commuting. Commuter participation in these events continues to grow, and they provide a platform to increase awareness and educate the public on issues related to the environment and sustainability.
- **Capital Bikeshare** came to Montgomery County in Fall 2013, making the County a partner in the regional effort to promote bike sharing as a viable and healthy adjunct to commuting. Friendship Heights received two of the County’s initial 57 bikeshare stations, providing a connection to Tenleytown and access to the District bikeshare network. Capital Bikeshare does not provide a ridership breakdown for Friendship Heights specifically, but ridership throughout the system has experienced growth each year and that trend is expected to continue.

b. TMD Commuting Profile

- The TMD met or surpassed its goal of 39 percent NADMS during much of the reporting period, achieving **39 percent (2011), 41 percent (2012) and 42 percent (2014)**.
- Employees responding to the commuter survey during FY14 showed that commuters use the following modes, *on average*: **55 percent** drove alone; **31 percent** used mass transit; **7 percent** participated in a carpool or vanpool; and **4 percent** used other modes such as walking or bicycling.
- The most significant change in commuting patterns was in mass transit use. In FY04, only **21 percent** of commuters used mass transit to get to work. In FY14, that number jumped to **31 percent**, accounting for the majority of the increase in the NADMS for commuters in the Friendship Heights TMD.

c. Traffic, Parking and Transit Ridership Trends

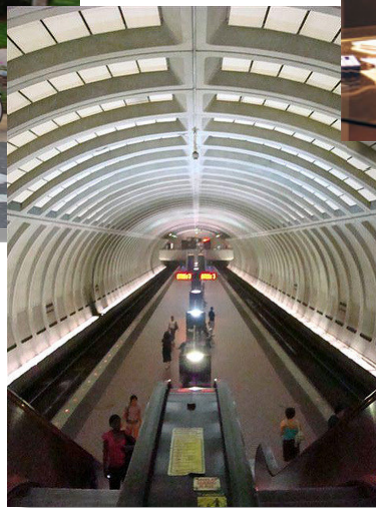
- The Friendship Heights Metro is the fourth busiest on the Maryland Red Line. Rail boarding and alighting data for the Washington Metropolitan Transit Authority (WMATA) indicate that the station is the **fourth busiest** on the Maryland Red

Line, with **9,660** average weekday ridership for May, 2014 (May is considered a typical commute month).

- There are **seven Ride On bus routes and 12 Metrobus routes** serving Friendship Heights. Ride On boarding/alighting data based on bus-to-rail and rail-to-bus transfers for May 2014 totaled 8,337/7,805, for a weekday average **379 boardings and 372 alightings**. Metrobus boarding/alighting numbers during the same month were 16,680/16,648, for a weekday average **794 boardings and 793 alightings**.
- There are no public parking facilities in Friendship Heights. The privately-operated garages and lots with mostly short-term parking show ample capacity in the morning and afternoon, with an average daily utilization of **42 percent** in the AM and **55 percent** utilization in the PM. The garages and lots surveyed have a total capacity of 5,452 spaces.
- Selected traffic count intersections for the TMD in 2014 showed that all, with one exception, were operating at an adequate Level of Service (LOS). **Nine of the 11 intersections were LOS “A”** during the AM peak period; one was grade “F”. During the PM peak, six were grade “A”; one was grade “E”. LOS is defined on page 19.

d. Emerging Trends and Next Steps

- The TMD will continue to focus on **expanding the use of telework and flexible schedules**. These initiatives work to decrease traffic congestion during peak hours and help employees who find it difficult to take public transportation. As part of its regular outreach to employers, TMD staff promotes the adoption of formal telework policies.
- With the introduction of bike sharing, TMD staff have another valuable item in the TMD toolbox. **Capital Bikeshare** will continue to be promoted heavily as a “first mile-last mile” link to transit and/or other destinations. The County is seeking additional funding for more bikeshare stations in the TMD to provide more density to the network.
- During the time covered in this report, new transportation models, like **Uber and Lyft**, have emerged on the marketplace and challenge how jurisdictions will promote and regulate the new service. TMD staff will look for opportunities to integrate car services like these into its promotional efforts.
- Response variability to the commuter survey presents challenges in data collection. TMD staff will continue to re-visit the survey process on a regular basis to identify areas for improved overall response rate, and will refine the instrument.



II. Introduction



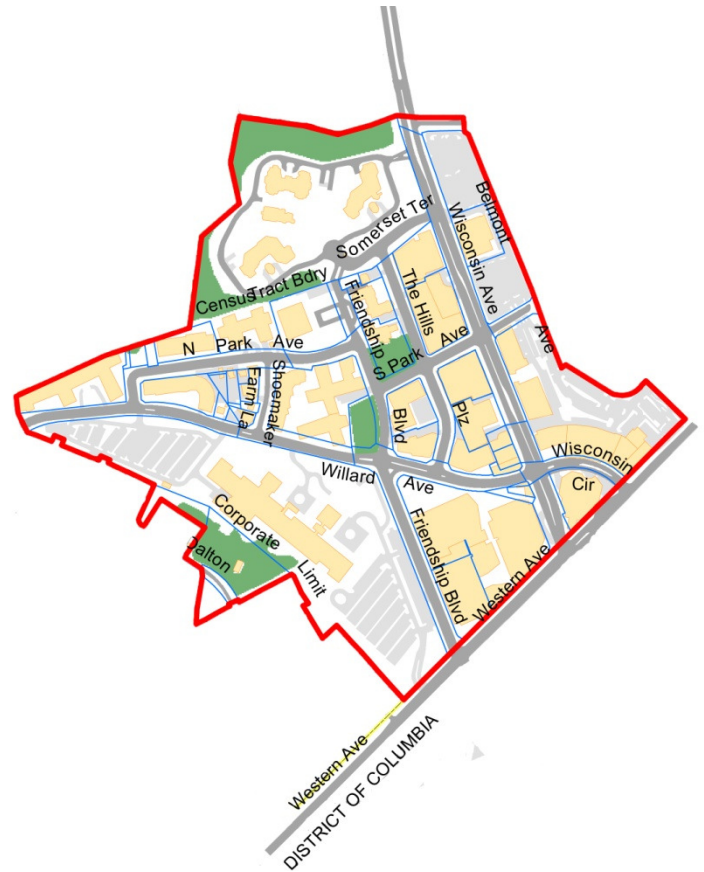
The Montgomery County Council formally established the Friendship Heights Transportation Management District (FHTMD) in October 1999, to address increased traffic and other transportation issues in the area. The TMD boundary includes the Village of Friendship Heights, and portions of Chevy Chase Village and the Town of Somerset. The TMD's largest employer is GEICO, with approximately 1,700 employees. Other large employers include Microsoft, Wedding Wire, Whole Foods Market and The JBG Companies.

Friendship Heights grew substantially over the 10-year period from 2004-2014, adding new employers and thousands of new jobs. The Chevy Chase Pavilion, a hub of upscale stores and restaurants, has undergone a series of renovations, the most recent ending in 2012. Wisconsin Place, on the site previously owned by Hecht's, is a 1.1 million-square foot development that includes 305,000 square feet of retail, 432 apartments, a community recreation center and 295,000 square feet of office space. Additionally, Wisconsin Avenue has been built out with plenty of boutiques and restaurants, adding jobs and vitality to the area.

To curb the negative effects of increased automobile traffic, decreased parking availability and growing concerns for safety of pedestrians and bicyclists, the TMD staff perform employer outreach and helps distribute information about alternative commuting choices. The TMD provides a structure for evaluating transportation changes in the area, educating of employers and employees about transportation options and their role in reducing traffic congestion and the addressing transportation issues. TMD staff is tasked primarily with reducing the percentage of Single-Occupancy Vehicles (SOVs) on the road.

Within the Friendship Heights TMD, community stakeholders work to engage equal participation among the government, private developers, employers, residential and non-residential property owners and the public. These stakeholder groups use marketing, education and incentive programs to encourage employers to promote alternatives to Single Occupant Vehicle (SOV) use for their employees. SOV alternatives include use of public transportation (bus, subway and commuter rail), carpools and vanpools, biking and walking. Employers also can reduce the time and the need for some commutes by offering employees options such as flex-time and alternate work schedules, including compressed workweeks and telework. Staff working on behalf of the TMD meets directly with employers and employees to help them in developing their best alternative commute plans.

This report describes the TMD's operations, services, activities and performance. It presents comparisons of annual performance so that progress can be clearly tracked and evaluated.



III. TMD Operations, Programs & Services



RED LINE
FRIENDSHIP HEIGHTS

TMD History

The Friendship Heights TMD (FHTMD) was created to mitigate traffic congestion in the Central Business District (CBD) during peak morning and evening commute times. Within the TMD, the County set goals to increase the quality-of-life for the community, including reducing noise and air pollution and ensuring safety for pedestrians and bicyclists.

The Friendship Heights TMD was modeled after the Silver Spring TMD, which was the first designated TMD in Montgomery County in 1987. Silver Spring's success in achieving a 46 percent NADMS due to efforts to reach out to employers and promote transportation demand measures became the model for other TMDs.

Since then, a total of six TMDs have been established throughout the county – in Silver Spring, Friendship Heights, North Bethesda, Bethesda, Greater Shady Grove, and most recently, White Oak, which has been created through County legislation, but has not yet become operational.

All TMDs share the same broad goals: decreasing traffic congestion, increasing pedestrian and bicyclist safety and improving air and noise pollution levels. But each TMD is designed with specific NADMS goals which depend on each current NADMS status and future development projections for the area. In 1999, the County established a goal of 39 percent NADMS for Friendship Heights. In 2012, the FHTMD achieved a 39.1 percent NADMS; that number jumped to 42.5 percent by FY14.

a. Operations

TMD Staffing

The Friendship Heights TMD is managed by full-time staff working in Montgomery County Department of Transportation's Commuter Services Section (CSS), with support from a contracted outreach team.

TMD Funding

The Friendship Heights TMD is funded primarily by TMD fees on new development (10 cents/square on commercial floor space), developer parking reduction program fees, state and regional grants, and County General Fund revenues.

TMD Advisory Committee

The TMD Advisory Committee, established to advise the County Executive and Montgomery County Department of Transportation (MCDOT) on TMD operations and suggest future endeavors, includes stakeholders from the business, development and residential communities.

Friendship Heights TMD Advisory Committee Members FY14

Community Representatives

- Campbell Graeb – Citizens Coordinating Committee on Friendship Heights
- Charles Simpson – Chevy Chase Village Board of Managers
- Elizabeth Demetra Harris – Friendship Heights Village
- John Mertens – Friendship Heights Village
- Barbara Moir Condos – Town of Somerset (Vice Chair)
- Christopher Itteilag – Somerset House Management Association

Developer Representatives

- Tiffany Anderson – Chevy Chase Land Company (Chair)
- Charles Crerand – CBRE Asset Services/Wisconsin Place
- Joe Dixon – GEICO

Non-Voting & Ex Officio Representatives

- Sandra L. Brecher, Chief MC Commuter Services – Representing Montgomery County DOT Director Al R. Roshdieh
- Capt. David Falcinelli – MC Police
- Chief John Fitzgerald – Chevy Chase Village Police
- Matthew Folden – Maryland-National Capital Park and Planning Commission (M-NCPPC)
- Kenneth Hartman – Bethesda-Chevy Chase Regional Services Center

Staff

- Nakengi Byrd – MC Commuter Services
- James Carlson – MC Commuter Services

b. TMD Marketing Programs

Most of the work of the TMD is conducted through outreach to employers, to encourage interest and cooperation in reaching TMD goals. The Silver Spring TMD capitalizes on a number of County, state and federal transportation marketing programs to encourage commuters to utilize public transportation and other commuting alternatives.

The TMD markets a variety of these programs at Commuter Information Day fairs, employer meetings and other community transportation events.

Programs include:

- **Maryland Commuter Tax Credit Program** – The Maryland Commuter Tax Credit program allows businesses operating in Maryland to claim a 50 percent tax credit for the cost of providing commuter benefits to its employees.
- **Guaranteed Ride Home** – The Metropolitan Washington Council of Governments (COG) offers commuters who use transit at least two times per week a free ride home or elsewhere for unexpected emergencies – for up to four times a year. The program is available in Maryland, Virginia and the District of Columbia.
- **Bike to Work Day** – The region-wide annual Bike to Work Day has included a morning “pit-stop” within the Friendship Heights TMD since 2013. The annual event, complete with complimentary t-shirts for bicyclists who are registered, refreshments, and other giveaways, helps encourage commuters to bike to work.
- **Carpool/Vanpool Ride Matching Services** – Commuter Connections, a COG program helps match commuters to existing carpools or vanpools that coincide with their normal route and commute patterns using a sophisticated web-based system,
- **Telework, Flextime and Compressed Work Schedules Consulting:** CSS offers free support to employers who want to set up an alternate work schedule option for employees to reduce their commuting time and costs.
- **Traffic Mitigation Plans and Annual Reports** All businesses with more than 25 employees in TMDs are required to submit Traffic Mitigation Plans and updated Annual Reports on their commuting patterns to MCDOT. TMPs assist employers in organizing their company goals

and actions toward promoting alternative transportation to employees.

- **TRIPS Hotline** – Montgomery County Commuter Services’ TRIPS (Transportation Resources, Information & Places to See) personnel work with commuters who are seeking alternative transportation options by helping them customize their personal public transportation route.
- **Walk and Ride** - This annual event encourages Friendship Heights employees to realize how easy it is to incorporate walking into their daily routine combined with alternative commute modes other than driving alone and sitting in traffic.
- **LEED Rating System Program** – Companies that implement certain public transportation benefit measures can earn points toward achieving a LEED certification for Leadership in Energy and Environmental Design.

TMD Branding

To successfully market commuter programs, Friendship Heights TMD staff worked closely with the first TMD Advisory Committee and with a graphic designer to create a unique logo that incorporated all the elements of the TMD mission. The logo, which appears on all marketing campaigns and other printed and promotional materials, gives the TMD a recognizable brand in the Friendship Heights community. Although the TMD does have its own logo, as with the other TMDs, it is used in conjunction with the County’s over-arching “Better Ways to Work” branding.



Employer Meetings, Commuter Information Day Fairs

Commuter Services and its marketing outreach contractors host regular **Commuter Information Day (CID) fairs** at employment sites (typically 3-4 per month), and meet with employer decision makers to promote alternative transportation programs. The fairs have taken place at a variety of locations that included large, private-sector employers, government offices, multi-tenant buildings, retail spaces, education facilities, and a hospital. The fairs create opportunities to reach a diverse range of businesses and employees and to engage in personalized and informative discussions with individuals about commuter services and programs.

Employers are usually responsive to invitations by the TMD staff to host a CID fair and often create their own materials and communications to encourage employee participation.

c. Employer Participation

Traffic Mitigation Plans

Employers with more than 25 employees (on the largest shift) are required under Chapter 42A of the County Code to submit a Traffic Mitigation Plan (TMP) to MCDOT, which has the following mandatory elements:

1. Point of contact designated to receive and distribute information
2. Information on transit/pooling and other alternatives posted regularly
3. Facilitate on-site TMD staff presentations to employees
4. Promote Guaranteed Ride Home to employees
5. Participate in the annual commuter survey
6. Provide information on Americans with Disabilities Act (ADA)
7. Have a permanent display w/bus schedules and other transportation information
8. Compile information on yearly TMP activities and submit an annual report to MCDOT

TMPs provide a framework for organizing a company's traffic mitigation efforts and showing progress in meeting the TMD's traffic reduction goals.

By the end of the reporting period, 30 employers had submitted TMPs to the County. In addition to the mandatory elements of the plan, employers are encouraged to have a number of voluntary strategies in place to encourage alternatives to solo driving.

All employers in the TMD are encouraged to develop transportation programs that meet their employees' full commuting needs. Businesses automatically take into account their employees' needs regarding car parking, but often disregard employees who choose alternative ways of commuting to work. TMD staff works to make employers aware of the benefits of offering rewards for alternative travel modes, which result in more productive employees, less parking congestion, enhanced employee benefits, lower taxes and improved public image.

Transportation Benefits Coordinator

TMD staff request each employer to designate a Transportation Benefits Coordinator (TBC), usually in the human resources department. The TBC serves as a liaison between the company and the TMD staff. Once a TBC is established for a company, TMD staff stays in contact with that designee and provides information on new programs and services, as well as commute events and activities for the TBC to disseminate to employees at that work site.

Employers Providing Transit Benefits

Since cost is such an important factor in how commuters decide their mode of transportation, one of the main outreach goals for TMD staff is to help employers find a way to offer transit subsidies for employees who choose alternative commuting methods.

During the reporting period, the Washington Metropolitan Area Transit Authority (WMATA) discontinued use of paper Metrocheks and other forms of paper media and established its online "SmartBenefits" site, allowing employers to set up a system to load transit/vanpool benefits remotely to employees' SmarTrip cards.

At the end of FY14, 45 companies in the TMD were providing a transit benefit for their employees.

Sampling of Employers Offering a Transit Benefit

Company Name	Benefit Type	Employees
<i>Large (25+)</i>		
Micros eCommerce	Direct	100
The JBG Companies	Direct	185
Wedding Wire	Direct	350
GEICO Direct	Direct	2,500
<i>Small (<25)</i>		
CardioCare, LLC.	Direct	15
Total		3,150

d. Developer Participation

The County currently has Traffic Mitigation Agreements (TMAGs) with Chevy Chase Center and Wisconsin Place to reduce trip generation. Although TMAGs tend to differ in some details, all obligate the developer to cooperate with the County to reduce SOV use into the CBD by promoting transit, carpools and vanpools, and other solo driving alternatives.

e. TMD Objectives

The 1998 Friendship Heights Sector Plan states that the County's overall goal for the Friendship Heights TMD is "...to create a lively central business district (CBD) that attracts people for shopping, recreation, employment, or as a place of residence." Part of this overall goal included the creation of a formal TMD for Friendship Heights and adherence to the overall NADMS goal of 39 percent peak-period non-driver mode share.

Other objectives:

- Increase the use of alternative modes to driving alone for commuting and shopping travel, by establishing an organization to fund and promote alternatives.
- Improve access to the Friendship Heights Metro station from the surrounding neighborhoods.
- Encourage maximum use of alternatives to driving to work alone among employees in Friendship Heights.
- Monitor transportation conditions.

Annual Commuter Survey

The TMD measures its progress in its goals for transit use and non-driver mode share by collecting data from an Annual Commuter Survey. The survey is distributed each year to employers in the TMD to measure their commuting patterns. It also serves as a source for information to develop future promotional efforts and alternative transportation services or incentives.

TMD staff send employers in Friendship Heights the survey for distribution to their employees. It is primarily an online form, but paper surveys are also available, as are different language translations, should a company require it. The survey offers a glimpse into the typical commuting patterns for area employees and provides an opportunity to promote alternatives to the use of SOVs.

Survey participation is required for employers in the TMD with 25 or more employees. Surveys include incentives each year such as prize drawings for participants; employer liaisons (Transportation Benefit Coordinators) are also given incentives for encouraging employees to participate. Under the County Code, employers are asked to make a good faith effort to achieve at least an 80 percent response rate from their employees.

In addition to information such as mode share, mileage, work site arrival and departure times, the survey provides respondents with an application for carpool, vanpool or other transit information. For those seeking this information, location and data in regard to preferences is entered into the MWCOC regional rideshare database, a regional resource that provides pool connections, in order to provide the participant with the information requested.

IV. TMD Commuting Profile



The Friendship Heights TMD commuting profile is derived from the Annual Commuter Survey, in which employers and employees provide information on their commuting habits. The survey is the primary basis for evaluating the transportation activity for the TMD, as it reveals the peak hours of commuting, the mode of travel, the ratio between cars and passengers, and the home origins of Friendship Heights commuters.

This system is especially useful for evaluating the TMD's status in reaching its goal of 39 percent NADMS. In addition to asking employees about their current commuting patterns, the survey also asks participants what benefits would make them more likely to commute to work using alternative means. The survey also gathers information on commuting patterns over the duration of a normal week in the office, to get an accurate picture of daily commuting patterns. The results are analyzed for each employer and for the TMD as a whole, to assess the TMD's progress toward achieving its goals.

a. Annual Commuter Survey Response Rate

While employers with more than 25 employees in the TMD are required by County law to distribute the survey to their staff, the employees complete the survey on a volunteer basis. Therefore, the TMD implements strategies to encourage as many area employees to respond as possible. The response rate is important to increase the accuracy of the survey and the data it presents. Another factor influencing the response rate includes "survey fatigue"; CSS has designed the survey process to reach all eligible TMD employers with under 250 employees on a 2-year cycle, allowing most employers to participate every other year. Employers with 250+ employees must participate each year.

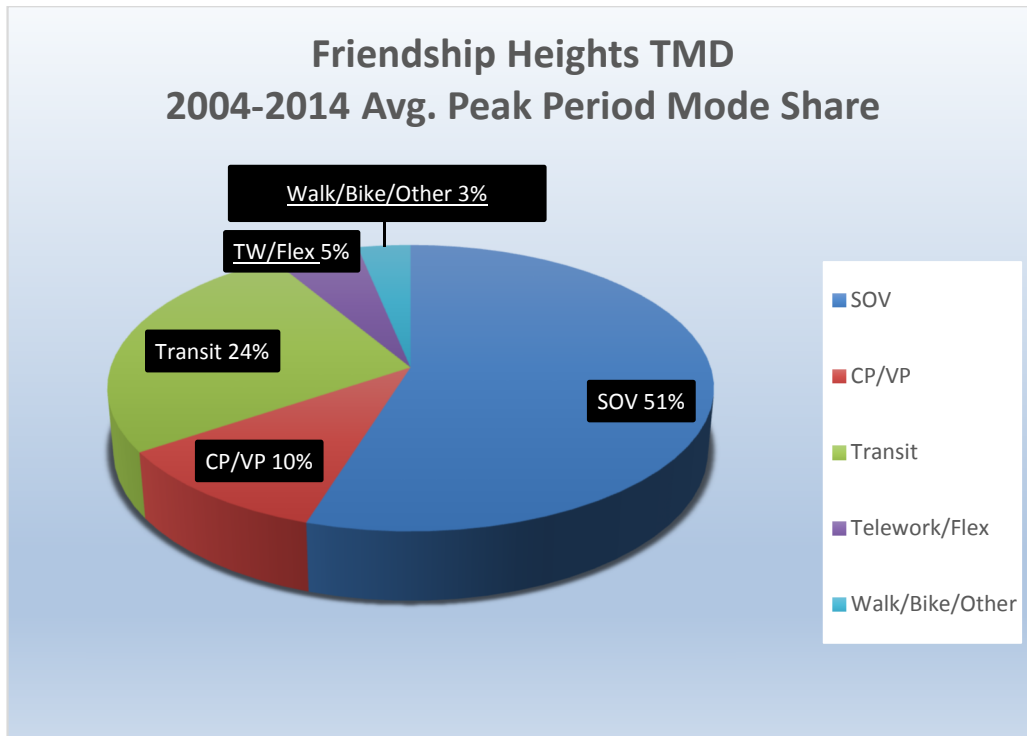
Survey Participation of TMD Employers	2004	2006	2008	2010	2012	2014
Surveys Distributed/Employees	3,319	2,209	2,705	3,806	3,816	4,366
Number of Surveys Returned	1,306	555	583	918	578	804
Employee Response Rate	39%	25.1%	21.6%	24.1%	15.15%	18.42%

Annual Commuter Survey Friendship Heights, FY2004-FY2014

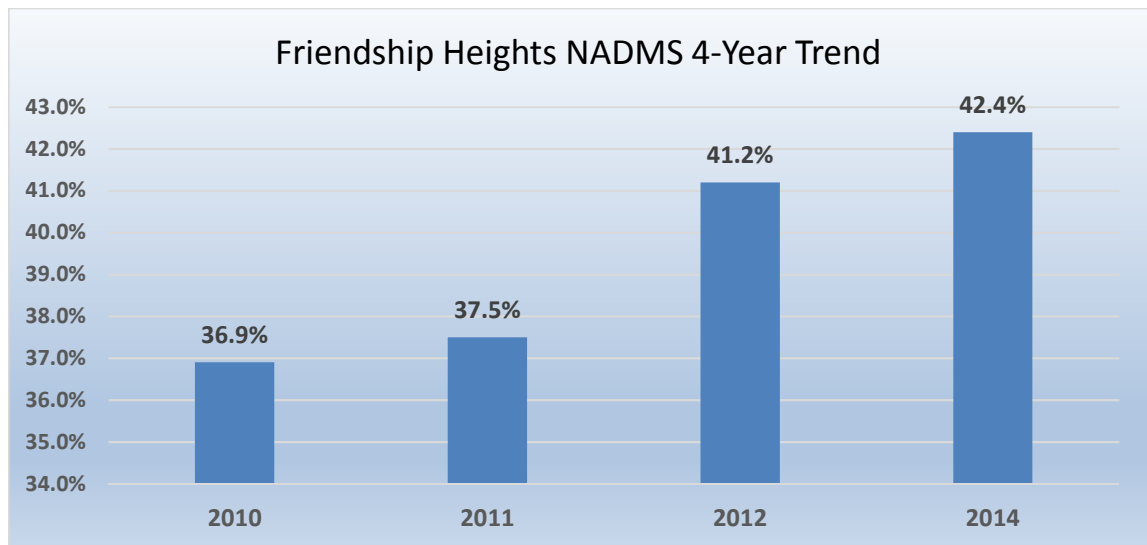
b. Mode Choice and Average Auto Occupancy

The primary way of measuring success in alleviating the burdens of SOV commuting is determining the NADMS of a given population. In the survey, employees are asked to provide their current mode of commuting to work, whether it is driving alone in a car, walking, riding the bus, biking, riding the train or participating in car or vanpools. NADMS is the measurement of the percent of commuters that do not drive to work. Solo drivers and drivers of carpools or vanpools are not included in this measurement. Peak Period was defined as the two-hour period of 7 AM to 9 AM.

The Friendship Heights TMD experienced a **10 percent** rise in use of public transportation during the reporting period. As shown in the charts, that number dropped slightly between FY12 and FY14. This may be attributed to recent issues with the Metro. During most of the period covered in this report, the TMD has been within a few percentage points of the NADMS goal, and has frequently exceeded it.



Annual Commuter Survey: Friendship Heights TMD FY04-FY14.



Annual Commuter Survey: Friendship Heights TMD FY10-FY14.

The TMD also measures the ratio of vehicles to vehicle passengers through Average Auto Occupancy (AAO.) This measurement is calculated by dividing the number of persons commuting to work in a car or a van by the number of vehicles. This measurement provides a way of evaluating a TMD or an employer's success in reducing SOV use by encouraging a higher people per vehicle ratio.

Average Auto Occupancy (AAO)	People per Vehicle
2004	1.08
2006	1.11
2008	1.06
2010	1.09
2012	1.08
2014	1.07

Annual Commuter Survey Friendship Heights TMD FY04-FY14.

c. Other Work Schedules: Telework/Compressed Work Weeks

Since 2010, the survey analysis has been expanded to include employees who telework and have a compressed work week. Teleworking employees usually work from home or work at a telework site closer to home to alleviate the demands of commuting long distances to work. Employees who take advantage of compressed work week schedules usually work longer days in exchange for fewer days per week, eliminating one or two days of commuting from a normal work schedule. The County provides funding to assist employers in establishing formal teleworking programs, and Commuter Services hosts several webinars and other events per year to promote the advantages of telework.

Between FY12-FY14 employees using the compressed work week and teleworking options has increased from **4 percent** to about **7 percent**.

c. Public Transit and Pooling

From FY04 to FY10, Friendship Heights experienced a **10 percent** increase in peak-period commuters using public transportation, including those who use Ride On buses, MARC trains and Metrorail to get to work.

The Friendship Heights TMD hosts 7 Ride On routes and 12 Metrobus routes. Friendship Heights Metro Station is ranked fourth in usage.

Not surprisingly, given the location, the most popular mode of public transportation in Friendship Heights is Metrorail. In FY14, **24 percent** of peak-period public transportation commuters used Metrorail to get to work.

Public Transit Use FY14 % of Public Transit Users



3%



24%



2%

Ride-on use has held steady at about **three percent**. Use of all transit modes – bus and rail – grew to about **32 percent** by 2014.



3%

Carpooling and vanpooling figures remained constant, At around **7 percent** of Friendship Heights commuters.

Annual Commuter Survey, Friendship Heights TMD FY14

Friendship Heights Metro
9,660 average daily riders



d. Walking and Biking

The Friendship Heights TMD also works to support those who choose walking or bicycling as a means of transportation. Currently bicycling rates hover at **3 percent** for peak-period commuters, and have fluctuated between 3 to 5 percent over the FY04-FY14 period.

Capital Bikeshare has proven to be a growing and useful tool for commuters in Friendship Heights, with more than **3,342 trips** in FY14, up from **611 trips** in FY13.

Montgomery County kicked off its participation in the region's **Capital Bikeshare** network in 2013. Friendship Heights was the early recipient of two **bikeshare stations**, located at Friendship Boulevard & Willard Avenue, and Wisconsin Avenue & Wisconsin Circle, adjacent to the Friendship Heights Bus Station. Funding for two stations was provided by the Chevy Chase Land Company, one in the TMD, the second one located at the Bethesda Metro.

e. Off-Peak Commuters

The TMD also recognizes commuters who opt for alternative work schedules, which also help to alleviate traffic congestion. These employees choose to take part in a compressed work week, or design their work day to avoid peak-period commuting.

The following chart shows the Off-Peak Arrivals for FY04- FY14.

Off-Peak Commuters in Friendship Heights	2004	2006	2008	2010	2012	2014
Off-Peak Arrivals	221	-	-	358	210	347
% Off-Peak Arrivals	16%	30.8%	20.8%	39.1%	36.5%	43.2%

Annual Commuter Survey Friendship Heights TMD FY04-FY14.

g. Home Origins of Friendship Heights Employees

Commuter data shows that most of the commuters that work in **Montgomery County** also live in the County, at around **51 percent**. This trend stayed relatively constant over the reporting period. The second highest home origin response is from the District, at **18 percent**.

Jurisdictions	2004	2006	2008	2010	2012	2014
Montgomery County	43%	49.3%	46.3%	51.1%	49.8%	44.9%
Howard County	5%	4.3%	5.2%	3%	3%	2.7%
Anne Arundel County	Not Listed*	Not Listed*	Not Listed*	2.3%	3.2%	3.0%
Prince George's County	10%	6.6%	5.7%	7.5%	9.2%	7.8%
Frederick County	3%	5.7%	4.9%	3.6%	3.2%	3.2%
Other MD Counties	7%	4.8%	6.1%	3.3%	6.6%	3.2%
District of Columbia	13%	8.1%	9%	10.4%	12.2%	18.0%
Fairfax County	Not Listed*	Not Listed*	Not Listed*	9.1%	7.8%	5.2%
Arlington County	Not Listed*	Not Listed*	Not Listed*	3.9%	3.9%	4.6%
Other VA Counties	17%*	14.2%*	20.3%	4.4%	3.7%	4.4%
West Virginia	-	-	-	.8%	.9%	.4%
New York	-	-	-	-	.2%	-
Pennsylvania	-	-	-	.2%	-	.2%
South Carolina	-	-	-	.2%	-	.1%
California	-	-	-	.1%	-	-
Other*	1%	7%	2.6%			1.5%

*These counties are represented under the broader headings of “Other Md. Counties,” “Other Va. Counties” and “Other.”
Annual Commuter Survey Friendship Heights TMD FY04-FY14.

V. Traffic and Parking Trends



Improving the NADMS is an important measure of success in the TMD. It is also important to evaluate traffic and parking as part of the transportation environment, as these form a context for individual commuting choices. The County conducts traffic counts of major intersections during select years. This data is useful in determining the need for additional traffic controls and for assessing traffic congestion problems.

The County conducts traffic counts of major intersections during selected years. This data is useful in determining how future traffic controls will be implemented and for predicting future traffic congestion problems.

Parking availability is also useful as it helps set the residential, commercial and industrial capacity for the area and indicates where future development opportunities might exist. Finally, transit ridership data offers an approximation of the use and popularity of public transportation as well as an indication of future needs for transportation routes.

a. Traffic Conditions

In order to evaluate traffic conditions at Friendship Heights intersections, a traffic investigator notes traffic volumes and turning movements using the Critical Lane Volume (CLV) method. With this method, the investigator is able to produce a Level of Service (LOS) rating which ranges from A to F, with A indicating free-flowing traffic and B-F indicating worsening intersection performance. The specifics of the CLV method are described below.

The Critical Lane Volume (CLV) method computes the maximum number of vehicles crossing the center point of an intersection during the morning or evening peak hour, using actual or projected turning movement volumes and existent or proposed lane geometry. Depending on the number of vehicles, the intersection is assigned a Level of Service (LOS) represented by a letter on a scale from A-F.

Level of Service A – Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.

Level of Service B – Conditions of stable flow, very little delay and a few phases are unable to handle all approaching vehicles.

Level of Service C – Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is expected.

Level of Service D – Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.

Level of Service E -- Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient and congestion exists for extended duration throughout the period.

Level of Service F – Conditions of forced flow, where full utilization of the intersection approach is prevented due to congestion from locations downstream.

The intersection count during FY14 indicated that most of the major intersections in the Friendship Heights TMD were performing well above the CLV maximum of 1800 (or LOS of “F”) for the Friendship Heights Metro Policy Station Area, although there are some traffic concerns at the Willard Avenue/River Road intersection. See the following table for the breakdown of FY14 intersection LOS for Friendship Heights:

Intersection	AM Peak			PM Peak			Ped Count		Bike Count	
	CLV	LOS	Peak Hr	CLV	LOS	Peak Hr	AM	PM	AM	PM
South Park Ave at Friendship Blvd	563	A	8:15-9:15	633	A	4:30-5:30	294	304	7	5
South Park Ave at The Hills Plaza	599	A	8:15-9:15	600	A	4:15-5:15	398	299	6	4
Western Ave at Friendship Blvd	866	A	8:15-9:15	1095	B	5:15-6:15	395	394	31	47
Western Ave at Wisconsin Ave	1267	C	7:45-8:45	1285	C	5:30-6:30	892	2794	17	13
Willard Ave at Friendship Blvd	700	A	8:15-9:15	695	A	4:45-5:45	777	1238	15	17
Willard Ave at North Park Ave	722	A	8:00-9:00	722	A	5:15-6:15	234	245	18	14
Willard Ave at River Rd	1889	F	8:30-9:30	1520	E	5:45-6:45	75	74	24	31
Wisconsin Ave at Oliver St	858	A	7:45-8:45	688	A	5:30-6:30	20	21	120	111
Wisconsin Ave at Somerset Terrace	833	A	8:00-9:00	1059	B	5:30-6:30	104	336	28	41
Wisconsin Ave at South Park Ave	906	A	8:00-9:00	909	A	5:30-6:30	479	597	20	24
Wisconsin Ave at Willard Ave	948	A	8:15-9:15	1258	C	6:00-7:00	1247	1667	18	10

a. Parking

The County does not operate any public parking facilities in Friendship Heights, other than some on-street metered parking, installed in 2015. The parking utilization of the major privately operated garages appears below. Overall parking utilization in the TMD averages 42 percent in the AM and 55 percent during the afternoon hours on a typical day. Parking use is generally heavier at 5454 and 5530 Wisconsin Avenue – two buildings with a large numbers of medical offices. Though the TMD is a major destination point for many people, parking costs tend to be relatively high, discouraging driving and providing an incentive to use transit.

Address	Spaces	% Use AM	% Use PM
5454 Wisconsin Ave (Barlow Bldg)	500 Covered	58%	67%
5530 Wisconsin Ave (CC Bldg)	10 surface 100 covered	83%	70%
5425 Wisconsin Ave (CC Center)	251 surface 1122 covered	25%	57%
2 Wisconsin Circle (CC Metro Bldg)	500 covered	25%	49%
5480 Wisconsin Ave	355 covered	53%	55%
4445 Willard Ave (Chase Tower)	444 Covered	30%	45%
5555 Wisconsin Ave (Saks Fifth Ave)	470 Surface	9%	37%
Wisconsin Place	1700 Covered	51%	58%

IV. Conclusions and Recommendations



- The TMD should consider new ways to promote “Better Ways to Work,” as the number of employees who drive alone increased between FY12 and FY14. This could be due to ongoing problems with Metrorail. Telework and compressed work schedules could prove useful strategies in curtailing this trend. Reestablishment of the Fare Share transit benefits program may help to increase rail and bus ridership.
- The Friendship Heights TMD should continue to focus on expanding in the area of telework and flex-schedules. These initiatives work to decrease traffic congestion around peak hours and help employees who find it difficult to take public transportation. As part of its outreach to employers, TMD staff promotes the formation of formal telework policies among TMD employers.
- Encouraging employers to create better transportation advantages is an important part of the TMD mission. Continuing and expanding efforts to market the TMD programs and services will help to encourage more employers and employees in the area to seek alternatives to driving alone.
- With the introduction of new innovations, such as Lyft and Uber, TMD staff is challenged to incorporate these new Transportation Network models into its list of strategies to encourage less SOV use.
- Capital Bikeshare will continue to expand regionally and within the TMD, and bicycling overall will be greatly enhanced by plans to improve the trail and road infrastructure to accommodate more bike riders. TMD staff will continue to provide support for biking, bikeshare and improvements to bicycling facilities.

Appendix A
Commuter Survey FY04

Survey Responses

Company	Surveys Distributed	Surveys Returned	Percent Returned
Abacus Technology	53	23	43%
Brighton Gardens at Friendship Heights	90	10	11%
CapitalSource	92	86	93%
Cardiology & Internal Medicine, PA	25	21	84%
CDM Group	67	4	6%
FDC Reports, Inc.	113	85	75%
GEICO Direct	1695	654	39%
Hecht's	244	82	34%
Hess, Egan, Hagerty & L'Hommodieu	28	23	82%
Holiday Inn-Chevy Chase	120	2	2%
Jaques Dessange	25	17	68%
Kenwood Healthcare Mgmt Services, LLC	27	7	26%
Oudens + Knoop Architects, PC	21	16	76%
Parc Somerset	30	17	57%
Polinger, Shannon and Luchs	55	38	69%
Saks Fifth Avenue	190	24	13%
Saks Jandel	60	22	37%
Somerset House I Condo Assoc.	28	1	4%
Somerset House II Condo Assoc.	28	9	32%
Tiffany & Company	38	19	50%
United Insurance Mgmt Co (United Educators)	55	52	95%
Victor O. Schinnerer	180	73	41%
Washington Eye Physicians & Surgeons	55	21	38%

Non-Auto Driver Mode Share (NADMS)	41%
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Average Auto Occupancy (AAO)	1.08
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Appendix B
Commuter Survey FY06

Survey Responses

Company	Number of Employees	Surveys Returned	Percent Returned
Gap, Inc.	70	12	17.1%
GEICO Direct	1,695	371	21.9%
Jacques Dessange	25	22	88.0%
Polinger Shannon & Luchs	55	43	78.2%
Saks Fifth Avenue	190	19	10.0%
Saks Jandel	60	10	16.7%
Tiffany & Company	38	22	57.9%
United Educators Insurance	76	56	73.7%

Non-Auto Driver Mode Share (NADMS)	36.4%
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Average Auto Occupancy (AAO)	1.11
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Appendix C Commuter Survey FY08

Survey Responses

Company	Number of Employees	Surveys Returned	Percent Returned
Abacus Technology Corp.	53	22	41.5%
CapitalSource Finance LLC	285	54	18.9%
CDM Group	67	13	19.4%
GEICO Direct	1,695	227	13.4%
Hess, Egan, Hagerty & L'Hommodieu	28	12	42.9%
Saks Fifth Avenue	190	10	5.3%
The JBG Companies	150	92	61.3%
The Ritz Carlton	100	76	76.0%
Victor O. Schinnerer & Co.	180	72	40.0%

Non-Auto Driver Mode Share (NADMS)	39.6%
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Average Auto Occupancy	1.06
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Appendix D
Commuter Survey FY10

Survey Responses

Q1. Counts by Employer

Company	Number of Employees	Surveys Returned	Percent Returned
GEICO Direct	1695	387	22.8%
Microsoft Corporation	525	44	8.4%
CapitalSource Finance LLC	294	16	5.4%
Saks Fifth Avenue	190	17	8.9%
Victor O. Schinnerer & Co.	180	76	42.2%
The JBG Companies	175	92	52.6%
Bloomingdale's	161	52	32.3%
TIG Global	100	44	44.0%
United Educators Insurance	100	59	59.0%
Brighton Gardens Assisted Living at Friendship Hts	90	21	23.3%
Polinger Shannon & Luchs	55	42	76.4%
Washington Eye Physicians & Surgeons	55	1	1.8%
MeiWah Restaurant	30	20	66.7%
Tiffany & Company	30	9	30.0%
Hess, Egan, Hagerty & L'Hommodieu	28	13	46.4%
Washington Orthopaedics & Sports Medicine	45	1	2.2%

Non-Auto Driver Mode Share (NADMS)	36.9%
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Average Auto Occupancy	1.09
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Appendix E

Commuter Survey FY12

Survey Responses

Q1. Employer Response Rate and Counts

	Responses for Employer	Total Employees for Employer	Employer Response Rate (%)
Abacus Technology Corp.	7	53	13.2
CapitalSource Finance LLC	26	261	10.0
Cardiology & Internal Medicine, PA	11	25	44.0
GEICO Direct	205	2,050	10.0
Microsoft Corporation	16	525	3.0
P.F. Chang's	9	70	12.9
Polinger Shannon & Luchs	39	55	70.9
The JBG Companies	57	160	35.6
The Travel Channel (TCM Media)	35	140	25.0
Tiffany & Company	6	30	20.0
TIG Global	15	100	15.0
United Educators Insurance Management Company	61	105	58.1
Victor O. Schinnerer & Co.	38	180	21.1
Washington Eye Physicians & Surgeons	53	62	85.5

Non-Auto Driver Mode Share (NADMS)	41.2%
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Average Auto Occupancy	1.08
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Appendix F
Commuter Survey FY14

Survey Responses

Q1. Counts by Employers

		Count	Col %
Q1. Employer Name	GEICO Direct	251	31.2%
	Weddingwire	102	12.7%
	The JBG Companies	76	9.5%
	United Educators Insurance Management Company	65	8.1%
	The Ritz-Carlton Hotel Company	47	5.8%
	Microsoft Corporation	46	5.7%
	Washington Eye Physicians & Surgeons	38	4.7%
	Victor O. Schinnerer & Co.	36	4.5%
	Polinger Shannon & Luchs	35	4.4%
	The Travel Channel (TCM Media)	30	3.7%
	P.F. Chang's	23	2.9%
	Clyde's of Chevy Chase	19	2.4%
	Abacus Technology Corp.	14	1.7%
	Whole Foods Market	11	1.4%
	MICROS eCommerce	5	0.6%
	Center for Sleep & Wake Disorders	4	0.5%
	Giant Food	1	0.1%
	Eye Doctors of Washington, PC	1	0.1%
	Total	804	100.0%

Non-Auto Driver Mode Share (NADMS) | **42.4%**

Average Auto Occupancy | **1.07**

Appendix G

Council Resolution Establishing the Friendship Heights Transportation Management District

Resolution No. 14-325

Resolution No. 14-325
Introduced: August 3, 1999
Adopted: October 26, 1999

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: Introduced by Council President Isiah Leggett, at the request of County Executive Douglas Duncan; co-sponsored by Councilmember Betty Ann Krahne

Subject: Establishment of a Transportation Management District in the Friendship Heights Sector Plan Area

Background

1. Montgomery County Code Sections 42A-20 through 42A-30 provides for Transportation Management in Metro Station Areas and authorizes the County to create Share-A-Ride Districts. These provisions allow flexibility in terms of establishing boundaries to include Metro station planning areas, appointing advisory committees, reporting annual performance of TMDs, and financing of TMD activities. In 1995 the North Bethesda Transportation Management District was established by resolution under the authority of this enabling law. In February of 1999, the Bethesda Transportation Management District was established by resolution under the authority of this enabling law.
2. Section 42A-22 of the County Code states that new development is important to stimulate the local economy and that focusing new development in highly transit serviceable areas is a County land use and economic development objective. Transportation demand management will help provide sufficient transportation capacity, reduce the demand for roads, promote traffic safety and pedestrian access, and help reduce vehicular emissions, energy consumption, and noise levels. Transportation demand management will also equitably allocate responsibility for reducing single-occupancy vehicle trips among government, developers, employers, residential and non-residential property owners, and the public. Implemented in business districts, transportation demand management would also have the effect of mitigating the traffic and parking effects of new development on nearby residential neighborhoods.
3. To realize the Friendship Heights Central Business District (CBD) Sector Plan goal of achieving a significant shift of travel from drive-alone auto use, the Plan recommends that a Transportation Management Organization (TMO) be formed in the Friendship Heights Sector Plan area. The Sector Plan further encourages the District of Columbia to participate in the TMO by enacting similar enabling authority and including the District of Columbia section of Friendship Heights within the TMO by appropriate legislation. A major TMO objective is to enlist employer, developer, and resident support in achieving the Sector Plan's objective to increase the percentage of people who do not drive to work from the existing 34 percent to 39 percent.

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Action

The County Council for Montgomery County, Maryland, approves the following resolution:

1. Under Chapter 42A-23 of the County Code, a Friendship Heights Transportation Management District (TMD) is established. The Friendship Heights TMD's boundary is the same as that of the Friendship Heights Sector Plan boundary, except that the boundary may be amended to include property within the District of Columbia upon the taking of necessary legislative action by the Montgomery County and District of Columbia governments, following the commitment by the District of Columbia government to participate in the TMD financially and programmatically consistent with the provisions hereof. Boundary lines are described in Attachment A.
2. Pursuant to Section 42A-29(a) (1) and (2) of the County Code, the Department of Public Works and Transportation is hereby authorized to charge a Transportation Management Fee to:
 - (a) all applicants who file an application for commercial subdivision or optional method development approval in the Friendship Heights TMD after January 1, 1994, under the Alternative Review Procedure for Metro Station Policy Areas adopted in the FY 1994 Annual Growth Policy;
 - (b) all other applicants for commercial subdivision or optional method development;
 - (c) previously approved subdivision and optional method development where participation in a transportation management district was a condition of approval;
 - (d) applicants for multi-unit residential development;
 - (e) each successor in interest to any such applicant or development; and
 - (f) owners of existing commercial and multi-unit residential properties in the Friendship Heights TMD.
3. The Council believes that transportation management programs should be implemented in cooperation with municipalities in each TMD. In Chevy Chase Village, the Director of the Department of Public Works and Transportation (DPWT) may provide TMD services funded with Transportation Management Fees only if Transportation Management Fees have been paid by or on behalf of properties in Chevy Chase Village that are located in the TMD.

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4. In addition to the use of the fees authorized in this resolution, the Department may provide additional revenues from other sources to fund TMD services. Revenue that funds programs in the Friendship Heights TMD may include fees on new and existing development, allocation of state or federal grant funds, appropriations from the County general revenues, and other sources.
5. Under authority of Section 42A-23(e) of the County Code, a Friendship Heights Transportation Management District Advisory Committee (FHTMDAC) will be appointed by the Executive and confirmed by the Council. The Advisory Committee must consist of fourteen voting members and certain nonvoting representatives:
 - a. Four members must be nominated by the Greater Bethesda-Chevy Chase Chamber of Commerce, with two representing employers of fewer than 50 employees in the Friendship Heights TMD and two representing employers of 50 or more employees in the Friendship Heights TMD, and including one representative with retail employees.
 - b. Two members must be nominated by the Friendship Heights Village Council.
 - c. One member must be nominated by the Chevy Chase Village Board of Managers.
 - d. One member nominated by the Somerset Town Council.
 - e. One member nominated by the Somerset House Management Association.
 - f. One member nominated by the Citizens' Coordinating Committee on Friendship Heights.
 - g. Four members nominated from among the development projects mandated to participate in the TMD. These can be tenants and/or employers designated by the owners of these projects.
 - h. The following are nonvoting representatives of the FHTMDAC:
 - (i) The directors, or their designees, of the:
 - (A) Bethesda-Chevy Chase Regional Services Center; and
 - (B) DPWT;
 - (ii) A designee of the County Planning Board;
 - (iii) A representative of the County Police Department, and a representative of the Chevy Chase Village Police Department;
 - (iv) Three representatives of the District of Columbia, as follows:

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- (A) One nominated by the Advisory Neighborhood Commission of the adjacent neighborhood;
 - (B) One nominated by the business community of the adjacent neighborhood; and
 - (C) One nominated by the District of Columbia Government.
 - i. If Montgomery County and the District of Columbia governments take necessary legislative action following the commitment by the District of Columbia to participate financially and programmatically in the Friendship Heights TMD, consistent with the provisions hereof, the three nonvoting representatives from the District of Columbia shall be replaced by comparable representation including but not limited to three voting members appointed as described below and the membership of the FHTMDAC shall be increased to 17 members and comparable non-voting members. The three members from the District of Columbia must be nominated as follows:
 - (A) one must be nominated by the Advisory Neighborhood Commission of the neighborhood abutting Friendship Heights;
 - (B) one must be nominated by the business community of the adjacent neighborhood; and
 - (C) one must be nominated by the District of Columbia Government.
 - j. The County Executive may reject individuals nominated to serve as voting members of the FHTMDAC and request additional nominations. All appointments are subject to confirmation by the County Council.
6. FHTMDAC voting members serve for a period of three years beginning July 1. However, when the FHTMDAC is first formed:
- a. The period between appointment and the next July 1 is not counted as part of a committee member's term; and
 - b. The County Executive may designate up to five members to serve for only two years.
 - c. The County Executive may reappoint FHTMDAC members, subject to confirmation by the County Council.
 - d. Any appointee provided for herein shall serve until a replacement appointee commences his or her term.
7. The FHTMDAC may advise the TMO, any employer and any other party with whom the County contracts pursuant to this resolution and Section 42A-23(b) and the County government on all aspects of programs, management, and finances relating to the

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implementation of the transportation system and demand management in the Friendship Heights TMD and vicinity. Specifically, the FHTMDAC may:

- a. propose guidelines for traffic mitigation plans;
 - b. monitor the implementation of the traffic mitigation plans;
 - c. evaluate progress in attaining the commuting goals specified in the Annual Growth Policy (AGP), if any;
 - d. recommend government, private or joint actions necessary to facilitate attainment of the commuting goals specified in the AGP, if any;
 - e. advise the Director of DPWT on parking policies;
 - f. review traffic patterns and control measures in the Friendship Heights TMD and vicinity, including any relevant issues relating to neighborhood parking and pedestrian access and safety.
8. DPWT may take actions necessary to achieve effective transportation demand management in Friendship Heights on its own or by contracting with: (a) a TMO, (b) any employer, or (c) any other party. Ideally, DPWT will contract with a bi-jurisdictional TMO administered by an organization spanning both sides of the District of Columbia/Maryland line.
 9. DPWT on its own or by contract with a TMO, employer or other party must establish programs and policies that will encourage less reliance on the single-occupant vehicle. The level of transportation demand management services in the Friendship Heights TMD will be provided in accordance with the amount of funds available to pay for the services.
 10. DPWT and the Planning Board may jointly impose reasonable transportation demand management measures as conditions on the Board's approval of development in the Friendship Heights TMD. These measures can include the requirement of traffic mitigation agreements in accordance with Chapter 42A-25 of the County Code.
 11. DPWT must annually monitor transportation demand management in the Friendship Heights TMD. The Director of DPWT must cause a biennial report to be prepared by September 1 of each even-numbered year. The Director of the DPWT must transmit the report to the Executive, the Friendship Heights Transportation Management District Advisory Committee (FHTMDAC) and the Planning Board pursuant to Section 42A-27 of the County Code. The Director of DPWT must recommend to the Executive corrective action if any peak period (as defined in Local Area Review Guidelines) commuting goals in the Annual Growth Policy (AGP) are not met by the end of the fourth year following creation of the TMD.

This is a correct copy of Council action.


Mary A. Edgar, CMC
Clerk of the Council

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GREENHORNE & O'MARA, INC.

August 15, 2008

**APPENDIX A TO COUNCIL RESOLUTION
BOUNDARY OF THE PROPOSED
FRIENDSHIP HEIGHTS
TRANSPORTATION MANAGEMENT DISTRICT**

**DESCRIPTION OF A
TRANSPORTATION MANAGEMENT DISTRICT (TMD)**

**HEREIN AFTER KNOWN AS
FRIENDSHIP HEIGHTS
TRANSPORTATION MANAGEMENT DISTRICT**

**BETHESDA (7TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND**

BEING a strip or parcel of land, lying within the Bethesda (7th) Election District, Montgomery County, Maryland, being more particularly described as follows;

BEGINNING at a point on the common boundary line with the District of Columbia, and Montgomery County, Maryland said line being the northwesterly side of Western Avenue, said point being the southerly most corner of Parcel A, as shown on a plat of subdivision entitled "PARCELS 'A' & 'B', GOVERNMENT EMPLOYEES INSURANCE CO. SUBDIVISION", recorded among the Land Records of Montgomery County, Maryland in Plat Book 60 at Plat No. 5074,

1. Thence with the westerly outline of said plat of subdivision recorded in Plat Book 60 at Plat No. 5074 to a point at the southeasterly most corner of Parcel 2, as shown on a plat of subdivision entitled "PLAT OF RESERVATION BROOKDALE NEIGHBORHOOD PARK," recorded among said Land Records in Plat Book 107 at Plat No. 12451,
2. Thence with the westerly outline of said plat of subdivision recorded in Plat Book 107 at Plat No. 12451, inclusive of that portion of Dalton Road dedicated to public use by said plat of subdivision recorded in Plat Book 60 at Plat No. 5074 to a point at the southwesterly most corner of Lot 1, Block 4, as shown on a plat of subdivision entitled "ORCHADALE SUBDIVISION", recorded among said Land Records in Plat Book 27 at Plat No. 1698,
3. Thence with the westerly outline of said Lot 1, Block 4, to a point on said the westerly outline of said plat of subdivision recorded in Plat Book 60 at Plat No. 5074 ,
4. Thence continuing with said the westerly outline of said plat of subdivision recorded in Plat Book 60 at Plat No. 5074 to a point said line being the same as the northeasterly out line of said plat of subdivision recorded in Plat Book 27 at Plat No. 1698, further said line being the South 67°35' East line as shown on a plat of subdivision entitled "PLAT OF ROAD AT FRIENDSHIP HEIGHTS," recorded among said Land Records in Plat Book 2 at Plat No. 119,

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GREENHORNE & O'MARA, INC.

August 15, 2008

**APPENDIX A TO COUNCIL RESOLUTION
BOUNDARY OF THE PROPOSED
FRIENDSHIP HEIGHTS
TRANSPORTATION MANAGEMENT DISTRICT**

5. Thence with said South 67°35' East line and with said northeasterly plat outline, to a point on the northerly right of way line of Willard Avenue, said line being the southeasterly line of Tax Parcel P359,
6. Thence with said the northerly right of way line of Willard Avenue, said line being the southeasterly line of Tax Parcel P359, to a point at the southwesterly most corner of Lot 12, Block B, as shown on a plat of subdivision entitled, "LOT 12, BLOCK B, FRIENDSHIP HEIGHTS", recorded among said Land Records in Plat Book 77 at Plat No. 7779,
7. Thence with the westerly and northerly outline of said Lot 12, Block B, to a point at the northwesterly most corner of Saratoga Avenue, as shown on a plat of subdivision entitled, "LESTER B. COOK'S SUBDIVISION, FREIDNSHIP HEIGHTS", recorded among said Land Records in Plat Book 9 at Plat No. 664,
8. Thence with the northerly outline of said plat of subdivision recorded in Plat Book 6 at Plat No. 664, to a point at the northwest corner of a plat of subdivision entitled "LOT 2, BLOCK C, LESTER G. COOK'S SUBDIVISION, FRIENDSHIP HEIGHTS", recorded among said Land Records in Plat Book 41 at Plat No. 2979,
9. Thence with the northerly outline of said plat of subdivision recorded in Plat Book 41 at Plat No. 2979, to a point at the northwest corner of a plat of subdivision entitled, "LOT 2, BLOCK 8, FRIENDSHIP HEIGHTS", recorded among said Land Records in Plat Book 92 at Plat No. 10053,
10. Thence with the northerly outline of said plat of subdivision recorded in Plat Book 92 at Plat No. 10053, to a point at the southwesterly most corner of Parcel A, Block 9, as shown a plat of subdivision entitled, "PARCEL A, BLOCK 9, SOMERSET HEIGHTS", recorded among said Land Records in Plat Book 78 at Plat No. 7813,
11. Thence with the westerly and northerly outlines of said Parcel A, Block 9 to a point on the westerly right of way line of Wisconsin Avenue, Maryland Route 355,
12. Thence crossing said Wisconsin Avenue, Maryland Route 355 to a point on the northeasterly corner of the intersection of said Wisconsin Avenue and Oliver Street,
13. Thence with the northerly right of way line of Oliver Street, as shown on a plat of subdivision entitled, "SECTION 1A, CHEVY CHASE", recorded among said Land Records in Plat Book 4 at Plat No. 349 to point of intersection of said northerly right of way line of Oliver Street and the northerly extension of the westerly right of way line of Belmont Avenue, as shown on said plat of subdivision recorded in Plat Book 4 at Plat No. 349,

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GREENHORNE & O'MARA, INC.

August 15, 2008

**APPENDIX A TO COUNCIL RESOLUTION
BOUNDARY OF THE PROPOSED
FRIENDSHIP HEIGHTS
TRANSPORTATION MANAGEMENT DISTRICT**

14. Thence with said westerly right of way line of Belmont Avenue to a point at the northerly most corner of Parcel B, Section 1-A, as shown on a plat of subdivision entitled "PARCEL 'B', SECTION 1-A, CHEVY CHASE", recorded among said Land Records in Plat Book 44 at Plat No. 3319,
15. Thence with the northerly outline of said Parcel B, Section 1-A, said line also being the westerly and southerly right of way line of Grove Street, to a point at the northerly end of the common line of Lots 18 and 19, Block 5, as shown on said plat of subdivision recorded in Plat Book 4 at Plat No. 349,
16. Thence continuing with the southerly right of way line of Grove Street, to a point at the northerly end of the common line of Lots 19 and 20, Block 5, as shown on said plat of subdivision recorded in Plat Book 4 at Plat No. 349,
17. Thence with said common line of Lots 19 and 20, Block 5, said line being extend in a southerly direction as the common line of Lots 8 and 9, Block 5, as shown on said plat of subdivision recorded in Plat Book 4 at Plat No. 349 to a point on common boundary line with the District of Columbia, and Montgomery County, Maryland said line being the northwesterly side of Western Avenue,
18. Thence with said common boundary line with the District of Columbia, and Montgomery County, Maryland said line being the northwesterly side of Western Avenue, to the place of beginning.

I hereby certify that this description and the attached sketch entitled "APPENDIX A TO COUNCIL RESOLUTION", have been prepared under my supervision and is based upon available records.

Eric F. Beattie,
Registered Property Line Surveyor,
Maryland Registration No. 478
For Greenhorne & O'Mara, Inc. – Corp#20

Appendix H

Commuter Survey

2012 ANNUAL COMMUTER SURVEY

Montgomery County, with help from your employer, is conducting this survey to find ways to improve transportation services in the County. Your participation is valuable and your answers will be confidential. Please return the survey within 1 week to the person who gave it to you.



ENTER TO WIN A TERRIFIC PRIZE! Employees who complete the survey will be entered into a PRIZE DRAWING for a digital camera and other great prizes! To enter, include your name and contact information at the end of the survey.

THANK YOU – WE VALUE YOUR INPUT AND COMMENTS!

1. Today's Date:	Employer/Organization Name:
Street Address of Regular Work Location:	Work Zipcode:

2. On the most recent day you worked at your regular work location, what time did you arrive at work and what time did you leave from work?
 Arrive At Work _____ AM PM (*circle one*) Leave From Work _____ AM PM (*circle one*)

3. Last week, how did you get TO work each day? For each day you worked at your regular work location, check the box in Section A, "How I traveled to work" for the type of transportation you used that day. If you used more than one type on any day, e.g., walked to a bus stop then rode the bus, check ONLY the box for the type you used for the longest distance part of your trip.

Section A How I traveled TO work	Days worked at regular work location last week						
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Drove alone in a car, truck, or SUV							
Drove myself and others (carpool or vanpool driver)							
Rode with others (carpool or vanpool rider)							
Took Ride On							
Took Metrobus or commuter bus (e.g., Eyre, Dillon)							
Took Metrorail							
Took MARC or VRE commute train							
Walked or bicycled (entire trip from home to work)							
Other _____							

For each day you did not work or did not work at this location, check one box in Section B, "Why I was not at my regular work location." For any day you are not scheduled to work (e.g., Sunday), check "Regular day off."

Section B Why I was NOT at my regular work location	Days NOT at regular work location last week						
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Compressed schedule (e.g., 9/80 schedule) day off							
Regular day off							
Teleworked, worked at home or telework center <u>all day</u>							
Meeting out of office, sick, vacation, or holiday <u>all day</u>							

4. If you carpooled or vanpooled last week, how many people, including yourself, were usually in the vehicle?

☐ I did not carpool or vanpool last week _____ total number of people in the vehicle

5. Thinking back to one year ago, how did you USUALLY get to work? (If you used more than one type of transportation then, check the one you used most often).

☐ drive alone ☐ carpool ☐ vanpool ☐ Ride On ☐ Metrobus or commute bus
☐ Metrorail ☐ MARC or VRE ☐ bicycle / walk ☐ Other _____

Did you work at your current work location one year ago? ☐ yes ☐ no

6. What is your home zip code? _____



Commuter Survey
Page 2

7. a. How many miles is it from your home to your regular work location? _____ miles
b. How long does it typically take you to travel from home to this location? _____ minutes
c. Last week, what was the longest time it took you to travel from home to work? _____ minutes

8. On days that you drive to work, even if you only drive occasionally, where do you park?

☐ I never drive to work

I park: ☐ in a lot/garage at my work location
☐ in a public lot/garage off-site
☐ on the street
☐ other _____

8a. How much do you pay to park at this location?

☐ No charge, I park for free

\$_____ per: day / month (circle one)

9. Does your employer offer to help pay the cost of commuting by transit or vanpool; if so, do you currently receive these benefits?

Pay for: (check one only)	Employer <u>DOES NOT</u> offer to pay cost	Employer offers to pay cost (check one only)	
		I DO NOT RECEIVE it	I DO RECEIVE it
Bus, Metrorail, or train			
Vanpool			

9a. How much do you receive each month?

☐ \$1-30 ☐ \$31-60 ☐ \$61-99 ☐ \$100+

10. Does your employer allow employees to pay the cost of commuting by transit or vanpool with pre-tax dollars through payroll deduction; if so, do you currently receive these benefits?

Pre-tax for: (check one only)	Employer <u>DOES NOT</u> allow a pre-tax deduction	Employer allows pre-tax deduction (check one only)	
		I DO NOT RECEIVE it	I DO RECEIVE it
Bus, Metrorail, or train			
Vanpool			

10a. How much do you receive each month?

☐ \$1-30 ☐ \$31-60 ☐ \$61-99 ☐ \$100+

11. Listed below are commuting services that could help you travel to work by carpool, vanpool, transit, or bicycle. For each service listed, please indicate if the service would encourage you to use the type of transportation noted. For example, check "Yes" for "Route/schedule information for transit," if that service would encourage you to use transit. If you already use the type of transportation noted, check the box "Use this type of transportation now."

Commuting Service	Would this service encourage you to carpool, vanpool, or use transit or bicycle to get to work?			
	Yes	Maybe	No	Use this type of transportation now
Assistance to form a <u>carpool or vanpool</u>				
Free parking for <u>carpools and vanpools</u>				
Monthly payment or reimbursement equal to your <u>vanpool</u> cost				
Monthly payment or reimbursement equal to your <u>transit</u> cost				
Pre-tax payroll deduction equal to your <u>transit</u> costs				
Pre-tax payroll deduction equal to your <u>vanpool</u> cost				
Guaranteed Ride Home in case of emergency for <u>carpool, vanpool and transit</u> users				
Route/schedule information for <u>transit</u>				
\$20 monthly subsidy for <u>bicycling</u> to work				
Secure locker or other storage for <u>bicycle</u>				

Commuter Survey
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2012 ANNUAL COMMUTER SURVEY

ENTER TO WIN A TERRIFIC PRIZE! Employees who complete the survey will be entered into a PRIZE DRAWING for a digital camera and other great prizes! To enter, include your name and phone number at the end of the survey.

THANK YOU FOR COMPLETING THE SURVEY!

If you would like to be entered into our prize drawing, please complete the information below. Prize drawing entry forms will be separated from the survey forms to maintain confidentiality.

Name _____ Employer Name _____ Phone Number _____ Ext. _____

Email (if you would like to receive the Commuter Services e-Newsletter, transit updates, etc.) _____

Please add your suggestions and comments on how Commuter Services can serve you better:

If you would like to receive free information on carpooling, vanpooling, transit, the Guaranteed Ride Home program (GRH) or other alternatives to driving alone, please complete this section.

Name _____

Home Address _____

Number/Street

Apt. #

City

State

Zip

County

Name of Employer/Agency _____

Work Address _____

Number/Street

Suite #

City

State

Zip

County

Work Phone Number _____ Fax Number _____

I start work at _____ a.m. I can arrive _____ minutes **before** and _____ minutes **after** my normal time.

I stop work at _____ p.m. I can leave _____ minutes **before** and _____ minutes **after** my normal time.

Please send me the following information / schedules (check all that interest you)

☐ Commuter Rail: MARC/VRE ☐ Metrorail ☐ Metrobus ☐ MD Transit ☐ Guaranteed Ride Program ☐ SmartBenefits

☐ Ride On ☐ Park & Ride lots ☐ Local/commuter bus ☐ Car sharing (Zipcar / Connect by Hertz)

☐ Other _____

Car / Vanpool Matchlist. I can / prefer to be a (check all that interest you)

Carpool: ☐ Driver ☐ Rider ☐ Alternate Driver ☐ Neither

Vanpool: ☐ Driver ☐ Rider ☐ Alternate Driver ☐ Neither

For a carpool/vanpool, please specify pickup location(s): _____

List the closest landmark to your home (i.e., mall, shopping center, school): _____

 **Better Ways To Work!**
Montgomery County Commuter Services

 Bethesda
Transportation Solutions

 Friendship Heights TMD

 North Bethesda
Transportation Center

 SILVER
SPRING
Transportation
Management District

 Greater
Shady Grove
Transportation Management District

Appendix I

County Code Chapter 42A:24 Employer Traffic Mitigation Plans

Sec. 42A-24. Traffic mitigation plans.

(a) If an employer is subject to this Section, and if the Council by resolution or in the Growth Policy has approved the use of traffic mitigation plans in a given district, the Director must notify the employer by letter that the employer must submit a traffic mitigation plan meeting the requirements of this Section.

(b) An employer who employs 25 or more employees in a district at any time within one year before receiving notice under subsection (a) must submit a traffic mitigation plan to the Director.

(c) The traffic mitigation plan should be consistent with and contribute to the achievement of any commuting goals set in the Growth Policy. A traffic mitigation plan may include an alternative work hours program, carpool or vanpool incentives, subsidized transit passes, preferential parking, peak period or single-occupancy vehicle parking charges, improved bicycle and pedestrian access and safety, telework, and other transportation demand management measures.

(d) Each employer must submit its traffic mitigation plan within 90 days after receiving notice under subsection (a). The Director may extend an employer's time to file a traffic mitigation plan for good cause.

(e) (1) An employer may submit a consolidated traffic mitigation plan with other employers in the same building or building complex. An owner of a nonresidential building in a district may submit a consolidated traffic mitigation plan on behalf of one or more employers in the building.

(2) A consolidated plan must be designed so that the action it requires satisfies this Section for employers covered by the plan.

(f) (1) The Director may require an owner of a nonresidential building in a district to submit a traffic mitigation plan if:

(A) the Director finds that a plan is necessary to achieve the purpose of this Article because of the owner's control of parking or common space or for similar reasons; and

(B) the Director notifies the owner of the building under subsection (a).

(2) As specified in the notice, the owner's plan may cover all or some employers in the building. A plan submitted under this subsection may be in addition to one an individual employer must submit.

(3) After receiving notice under this Section, an owner must submit a traffic mitigation plan that meets the requirements applicable to an employer.

(g) (1) The Director may require an owner of a residential building or complex with at least 100 dwelling units, including a common ownership community as defined in Chapter 10B, in a district to submit a traffic mitigation plan if:

(A) the Director finds that a plan is necessary to achieve the purpose of this Article because of the owner's control of parking or common space or for similar reasons; and

(B) the Director notifies the owner of the building under subsection (a).

Employer Traffic Mitigation Plans (cont.)

(2) After receiving notice under this Section, an owner of a residential building must submit a traffic mitigation plan that meets the requirements applicable to an employer.

(h) The Director must offer to help employers and owners prepare traffic mitigation plans.

(i) The Director must:

(1) decide if each proposed plan meets the requirements of this Section; and

(2) help the employer or owner revise a plan which does not meet the requirements.

(j) The Director may require an employer or owner to resubmit a plan that is not consistent with any commuting goals set in the Growth Policy. The Director must not require an employer to submit a plan that meets the requirements of this Section more than once every 2 years. An employer must submit a report on transportation management measures used to implement a traffic mitigation plan to the transportation management organization based on a schedule the Director sets. (1993 L.M.C., ch. 47, § 1; [2002 L.M.C., ch. 34](#), § 1; [2004 L.M.C., ch. 2](#), § 2.)

Editor's note—See County Attorney Opinion dated [8/24/07](#) regarding the elements that dictate when an entity must pay the transportation management fee.

2002 L.M.C., ch. 34, § 2, Phase-in, states: (a) An employer that employs 50 or more employees and has received notice under Section 42A-24(a) must submit an initial traffic mitigation plan that meets the requirements of this Section to the Director by January 1, 2004. (b) An employer that employs 25 to 49 employees and has received notice under Section 42A-24(a) must submit an initial traffic mitigation plan that meets the requirements of this Section to the Director by January 1, 2005.

Appendix J

Sample Employer Traffic Mitigation Plan

SAMPLE TRAFFIC MITIGATION PLAN

Company/Organization Global Solutions, Inc.			
Address 8700 Colesville Rd, Suite 320		City Silver Spring	State MD
		Zip 20910	
Number of Full-time Employees 300		Part-time Employees 0	
Submitted by Tom A. Jones		Title President	
Signature		Date March 31, 2014	

Here's our plan to reduce gridlock in Montgomery County by offering the selected transportation benefits to our employees. In the first column, we've placed an *E* next to the strategies that we already have in place, and *N* next to the strategies that we will implement with this year's Traffic Mitigation Plan. In the last column, we've described our current or planned efforts.

E= Existing Strategy N= New Strategy * Required Strategy

	Traffic Mitigation Strategy	Employer Description
* E	Contact person designated to receive and distribute information	Ellen Davis, Human Resources Director, 301-555-5555; edavis@globalsolutions.com . We will notify the TMD in writing of any changes in this information
* E	Information on transit/pooling/other commute alternatives distributed/posted regularly (furnished by TMD)	Information on transportation services is posted in the employee break room.
* N	Facilitate TMD staff presentations to employees and HR/Administrative staff on commute information/alternatives on periodic basis	We hold an annual benefits seminar in the fall. We would like TMD Staff to attend to display information and answer employee questions
* N	Guaranteed Ride Home Promotion (free regional program offering emergency rides)	We promote the Guaranteed Ride Home program to our employees. We provide brochures to employees with their monthly transit benefit.
* N	Annual Commuter Survey distributed to employees (short survey of transportation—supplied by TMD)	[Please describe your approach to gaining 80 percent participation from your employees] We will distribute survey to our employees via e-mail from our company president. We will also send an e-mail reminder.
* N	ADA information provided (transportation services for people with disabilities)	We will provide disabled employees with information on the regional Metro Access program and Montgomery County's Same Day Access program.
* N	Permanent display area for TMD-provided bus schedules and other transportation information	We plan to install a transit map and brochure racks in our employee break room.
* N	Compile information on yearly TMP activities and submit Annual Report	We will maintain a file on the promotion and implementation of the strategies selected above and include in our Annual Report to DOT.
N	Attendance at free CSS-sponsored meetings/workshops permitted for designated contact person	Ms. Davis will be permitted to attend four such meetings per year.
E	Information on commuting alternatives provided to new employees (TMD can provide materials and/or attend orientations)	We inform new employees of our transit subsidy program and provide Metro pocket guide and Ride On route maps to assist them in transit planning.
	Free or reduced rate parking for car/vanpools offered to employees	
	Preferred location and/or reserved parking for car/vanpools offered to employees	

Sample Employer Traffic Mitigation Plan
Page 2

SAMPLE TRAFFIC MITIGATION PLAN

N	Provision of car sharing space in highly visible location within on-site parking facility.	We provide two car sharing spaces within our surface parking area near the building entrance
N	Provision of car sharing incentives, including paying part or all of membership costs, rental costs, or similar incentives.	We provide paid car sharing membership for all our employees and provide reduced-cost rental fees through an arrangement with the provider. We encourage use of car sharing vehicles when use of transit is not feasible for business or personal appointments.
N	Bike amenities at worksite, such as racks, lockers, and showers (TMD may be able to supply)	We will arrange to have bike racks installed in our garage.
	Transit/pedestrian amenities at worksite, e.g. sidewalks, benches, etc.	
	Carpool matching for employees (as part of free region-wide matching program, or can be on-site only)	
N	Alternative work schedules: <input type="checkbox"/> Flex Time <input type="checkbox"/> Jobsharing <input type="checkbox"/> Compressed Work Week <input checked="" type="checkbox"/> Telecommute/Teleworking	We have an informal telework program that allows some employees to telework in special circumstances. We have a formal telework program that started on MM/DD/YYYY and N employees currently participate in this program.
E	Tax-free monthly transit subsidies provided to employees, including Super Fare Share, Fare Share and Metrochek.	Our company participates in the County's subsidy program. We started our program on MM/DD/YYYY and N of our employees are currently participating in this program. The amount of the subsidy is \$NN.NN including the County portion.
N	Maryland State Commuter Tax Credit for employers	TMD Staff explained that we qualify for the State's 50 percent tax credit on our contributions to employees' commuting costs. This is worth up to \$50/month per participant in tax credits. We will apply for the tax credit this tax year.
	Pre-tax payroll deduction for transit costs offered to employees (Saves employer & employee money)	
	Transit passes/tokens offered for purchase at worksite (at full or reduced price)	
	Subsidize employee parking and transit equally (if employee parking is currently subsidized, offer equal subsidy for transit costs)	
	Ozone Action Days participation (regional program to alert people to dangerous air quality days)	
	Other: Please Indicate	

**Please attach to cover letter
and submit to:**

Mr. Al R. Roshdieh, Acting Director
Montgomery County Department of Transportation
c/o Commuter Services
101 Monroe Street, 10th Floor
Rockville, MD 20850
240-777-8391 (fax)

Appendix K

County Code Chapter 42A:25 Traffic Mitigation Agreements

Sec. 42A-25. Traffic mitigation agreements.

(a) Any proposed subdivision or optional method development in a district must be subject to a traffic mitigation agreement if the Planning Board and the Director jointly decide, under standards adopted by the Council for the adequacy of public transportation, that more transportation facilities or transportation demand management measures are necessary to meet any commuting goals set in the Growth Policy.

(b) A traffic mitigation agreement must specify transportation demand management measures that the applicant or a responsible party must carry out. The measures must be calculated to ensure that public transportation will be adequate to meet commuting goals set in the Annual Growth Policy.

(c) A traffic mitigation agreement may require:

- (1) naming a transportation coordinator;
- (2) limits on parking spaces;
- (3) peak period or single-occupancy vehicle parking charges;
- (4) preferential parking for carpools and vanpools;
- (5) subsidies for employees not using single-occupancy vehicles;
- (6) financial or other participation in building or operating on- or off-site transportation facilities or systems;
- (7) providing space on a periodic basis for marketing and promotional activities of the district;
- (8) designating permanent areas in prominent locations to display information on commuting options; or
- (9) other transportation demand management measures.

(d) A traffic mitigation agreement must be:

- (1) agreed to by the applicant, the Department, and the Planning Board;
- (2) made an express condition of any approval for subdivision under Chapter 50 or optional method development under Chapter 59;
- (3) subject to all other review and approval requirements of Chapter 50 and Chapter 59; and
- (4) recorded in the County's land records.

(e) A traffic mitigation agreement may:

- (1) require adequate financial security, including bonds, letters of credit, or similar guarantees;
- (2) bind future tenants of the development; and
- (3) specify liquidated damages, specific performance, or other contractual remedies, as appropriate.

(f) The Department must enforce the terms of each traffic mitigation agreement. This does not limit the Planning Board's authority to revoke or otherwise enforce any approvals for subdivision under Chapter 50 or optional method development under Chapter 59. (1993 L.M.C., ch. 47, § 1; [2002 L.M.C., ch. 34](#), § 1; [2004 L.M.C., ch. 2](#), § 2.)

Editor's note—See County Attorney Opinion dated [8/24/07](#) regarding the elements that dictate when an entity must pay the transportation management fee.

Appendix L

Bus Routes Serving Friendship Heights



APPROXIMATE WALKING DISTANCE TO THE NEXT METRO STATION FROM THIS EXIT

Station	Lines	Distance	Time to Station	Directions
Tenleytown-AU		0.9 mile	20 mins	Turn left on Wisconsin Avenue and go 9 blocks.

BUS SERVICE AND BOARDING LOCATIONS

Route	Destination	Stops	Route	Destination	Stops	Route	Destination	Stops
METROBUS			N3	Federal Triangle		RIDE ON - MONTGOMERY COUNTY		
30N	Naylor Rd		N2, N4, N6	Farragut North		1	Silver Spring	
30S	Southern Ave		L8	Aspen Hill		11	Silver Spring	
31	Potomac Park		T2	Rockville		23	Sibley Hospital	
33	Federal Triangle					29	Bethesda	
37	Archives					34	Wheaton /Aspen Hill	
E2, E4	Fort Totten					FRIENDSHIP HEIGHTS VILLAGE BUS		
E2	Fort Totten /Ivy City					FH	Chevy Chase Center	
E4	Riggs Park							
E6	Knollwood							

Appendix M

Bike To Work Day Friendship Heights 2014

Friendship Heights: Bike To Work Day 2014 kicked off the second year of the new Friendship Heights (MD) pit stop, located on Wisconsin Avenue in Chevy Chase on the Wisconsin Place plaza, at the Western Avenue District line. One hundred thirty-four riders registered and, despite the very inclement weather, nearly one quarter showed up at the pit stop that morning.

Visiting VIPs included Village of Friendship Heights Mayor Melanie Rose White and Town of Somerset Councilmember Barbara Condos. Mayor Jeffrey Slavin, Town of Somerset, was scheduled but canceled due to weather.

Pit stop exhibitors and donors included:

- Giant Food – one case of bananas (available but not picked up due to reduced attendance)
- Whole Foods – energy bars
- Drink More Water
- Montgomery County Dept. of Environmental Protection (MC DEP) – “Green Team”
- Wisconsin Place – water bottles
- All-In-One Entertainment
- Bicycle Grand Prize – Revolution Cycles Rockville (purchase) / \$50 gift card
- Starbucks

Five Friendship Heights TMD Advisory Committee members assisted with rider check-in and refreshments:

- Barbara Condos
- Campbell Greaub
- Cobey Kuff
- Allison Lazare
- John Mertens
-

Cobey Kuff, Wisconsin Place Project Developer and FHTMD Advisory Committee member, provided tables, storage facilities, and assistance with set up and break down of the event.



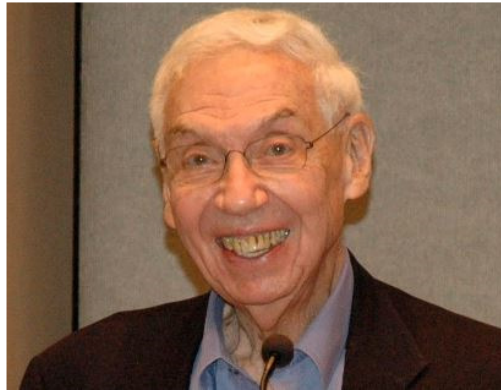
Although there was no covered electrical outlet available, the All-In-One DJ stayed for an hour and served as a volunteer.

The Grand Prize drawing for the bicycle was held immediately after the event. The winner of the Trek 7.2 Hybrid was Andy Zuckerberg, US Dept. of Education. The Revolution Cycles \$50 gift card was claimed by Jessica Liao, US Fish and Wildlife Service.

Glossary

AAO:	Average Auto Occupancy
CBD:	Central Business District
CID:	Commuter Information Day
CLV:	Critical Lane Volume
COG:	Council of Governments
CSS:	Commuter Services Section
LOS:	Level of Service
MCDOT:	Montgomery County Department of Transportation
NADMS:	Non-Auto Driver Mode Share
SOV:	Single Occupant Vehicle
TBC:	Transportation Benefits Coordinator
TMD:	Transportation Management District
TMP:	Traffic Mitigation Plan (employer)
TMAg:	Traffic Mitigation Agreement (developer)
TRiPS:	Transportation Resources, Information & Places to See
WMATA:	Washington Metropolitan Area Transit Authority

IN MEMORIAM



ROBERT M. SCHWARZBART

Montgomery County owes a debt of gratitude to Robert Schwarzbart, who served as a valued member of the Friendship Heights TMD Advisory Committee for six years, during which time he also served a term as Committee Chair. Judge Schwarzbart retired in 2002 after a 44-year legal career, but remained an active and engaged member of the community. In addition to his service on the TMD Advisory Committee, he also served for 13 years on the Friendship Heights Village Council and on the Western Montgomery County Citizens Advisory Board. His energy, intellect and keen sense of humor will be missed.