

**Town of Chevy Chase**  
**Subcommittee on Regional Growth and Development**  
**Wednesday, ~~October 13~~September 30, 2020**  
**7:00 pm, Virtual Meeting**

**Attendees:** Dedun Ingram (chair, LRP); Lees Hartman (chair, LUC); Karen Elkins; Tom Glazer; Ted Kalick; Martha Marmofern; Steve Seidel; David Valenstein; Ellen Cornelius-Ericson (Council liaison); Irene Lane (Council liaison).

1. The minutes from the September 30 meeting were approved.
2. 2020-2024 County Growth Policy (Subdivision Staging Policy). The subcommittee was briefed on what had happened with the County Growth Policy (CGP) since the September 30 meeting. The County Council's PHED and Go committees have been holding work sessions and have made a number of changes to the Planning Board version. For example, they have voted not to reduce the school impact tax to 60 percent in Red Policy areas. They have voted in favor of some of the Planning Board items that the Town opposed, such as the red light-green light approach to the school adequacy test.
3. Thrive Montgomery. The subcommittee continued its discussion of the goals, policies, and actions in Thrive Montgomery, focusing on Chapter 4 which deals with transportation. To aid discussion, the subcommittee viewed a PowerPoint presentation that highlighted the components of Chapter 4.

Points made during committee discussion:

- Montgomery County should continue to plan for cars. We do not have a transportation network now and will not have one even if the BRT routes and rail mentioned in Thrive Montgomery are all built, that would get most people out of their cars.
- People in the county and outside the county are moving in many different directions with many different destinations, and it is not realistic to think they will all be able to use transit to make most of those trips.
- Montgomery County should not reduce the number of lanes in its major roadways. People need to be able to move around and through the county. With increasing population, the need for those lanes will grow, not diminish.
- Using lanes on major thoroughfares for exclusive BRT routes is not necessary. There is technology that allows BRT vehicles to share lanes with cars. The County should consider some of those options.
- Financing even the limited new transit proposed seems unrealistic.

- Plan does not adequately address transportation options for those who cannot walk or cycle -- physically and emotionally challenged residents, older residents.
- Plan does not adequately address providing space in more densely urbanized areas for delivery vehicles.
- The push to get everyone out of their cars doesn't work well for the Agricultural Reserve and other sparsely settled parts of the County.
- Poorer county residents often do not live near transit and need to use cars to get to work. Also, if they did use transit it is likely that they would have to transfer multiple times, making the trip very long. For these residents, using their cars will continue to be important.
- Reducing parking in commercial areas is not a good idea at this time.