



INFRASTRUCTURE & GROWTH

are we keeping pace?

FROM THE GRAFFITI WALL

Participants Of The Infrastructure Forum Were Asked To Respond To The Following Questions:

1. Listening to the common concerns raised in the morning session – what are the most urgent priorities that need to be addressed?
2. Did you hear any ideas in the panel presentations that would help guide solutions to these concerns?
3. Do you have any other ideas that you believe will help the County address the main concerns mentioned this morning and, if so, how would you prioritize these actions?

Feedback From Participants: (Highlighted Text Represents Most Popular Ideas)

Mini master plans for school sites like Alexandria.

Likes smaller sites = smaller footprints.

Smaller footprints for Bethesda/Rockville urbanized areas. Due to not enough land in urban areas.

People need to be open to new options on schools in the future.

Stop one solution for all problems.

Split it into multiple districts.

More white collar businesses over service industries to protect jobs and high paying jobs.

Evaluate all externalities.

Commitment to continue CIP Funding, funding the progress of school constructions.

Projection of children living in apartments (rental or condo) needs an accurate count.

Limit school and classroom size.

Improve long range planning process to be more nimble.

Adaptive re-use for urban settings.

Hates everything panel presented.

More cooperation between Council and School Board.

School capacity is the most urgent item to be addressed.

Maintain low density/open space.

Use accurate forecast for school capacity.

Use different methodologies for forecasting – school and cluster-specific.

Revitalization of existing schools.

Schools as community (ensure facilities don't exacerbate the "Two Montgomery" divide; integrate community use of schools into planning).

Integration/cooperation/planning across county/municipal agencies/entities and within county (regional awareness).

Prioritization of green space/recreation in planning.

Better define the real cost of the transportation projects/initiatives. Find a new way to finance.

Research and implement sustainable, 21st-century technologies for transportation.

Accommodate new traffic patterns as result of changing work patterns.

Land for schools, especially secondary schools.

Need financial resources – build capacity (additions and new).

Need financial resources – revitalize/expand existing schools.

Like innovative building design from architect presentation (especially urban areas).

Plan schools for walkability (or crossing guards).

Accurately reflect generation rate for different types of housing – specific areas/ clusters.

Developer proportional payments for land.

Maintain existing transportation infrastructure, including streets and utilities. Improve messaging (re: public burden for infrastructure maintenance).

Independent Transit Authority (ITA) and transportation planning in general – earlier consolation of residents, more info on ITA goals/purpose.

Increase County funding for Metro.

Scrap school development standards and allow innovative solutions to address issues.

Think of schools as amenity to community – not just an infrastructure issue.

Make all schools accessible to walking and biking. Better sidewalks, shorter distances, overpass at busy streets.

Shared uses – (public library and school).

Reuse existing vacant schools and other buildings, reposition buildings.

Plan for long term – 20-40 years out.

Think out of the box.

Re-think school boundaries: new geographies and process for drawing them.

Compile info about existing amenities and facilities in relation to transit systems to study co-location and adaptive reuse.

Re-evaluate program models for school construction and enrollment.

Reconsider traffic modeling metrics and tools for evaluation (i.e. measure number of people moving through intersection rather than cars).

Allow County to retain more tax autonomy to fund more transit and non-auto improvements.

Develop more relevant metrics/measurements to evaluate development proposals – multimodal measurements.

Repurpose commercial spaces for schools/redevelopment. Develop around transit where appropriate.

Better communication between County Council and Board of Education.

More accurate forecasting.

Less focus on growth, more focus on use of existing infrastructure.

Take back existing schools now in alternative use.

Follow transit-oriented development – only build density where transit is in place.

Combine elementary with middle school facilities to maximize flexibility in shifting ages of student populations.

Create business-friendly environment and improve development review process.

Define/agree on the school of the future.

Support/plan for transportation technology of the future.

Better define vision (by theme and by area and by master plan).

Maintain quality of different land use types (retail, residential, mixed-use).

Design options – for schools.

Suburban vs. urban takeover (accepting urbanization).

Addressing what you measure.

Save the c.h.i.c.k.e.n.s. (children, high rise, infill, community, konnections, environment, new approaches, sustainability).

Strive for mixed use/income communities to reduce need for auto trips/make transit more viable.

Focus on small communities/activity centers – make sure they have a complete infrastructure.

Need regional transit funding mechanism.

Place more transit to serve schools, especially high schools.

Space – repurpose vacant office space; co-locate with compatible infrastructure, e.g. recreation centers.

More granular analysis including where children are coming from (type of housing, location, age) and by individual school (not cluster).

New paradigm for defining and planning “school of the future.”