

Eliminate Traffic Congestion with The Tesla Robotaxi Killer

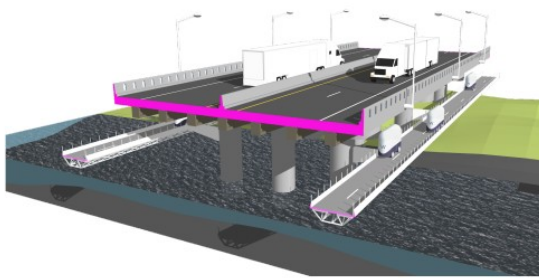
Read my [proposal to Dallas Fort orth for their Autonomous Guideways](#)



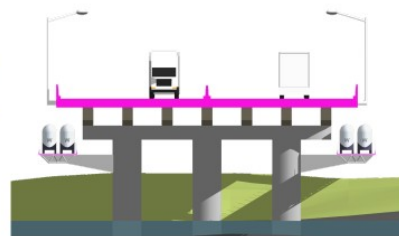
Elon Musk will soon invade our County with his robotaxis. This will make Musk even richer to fund far right political campaigns. My autonomous guideways will negate the usefulness of Musk's robotaxis. The County will export the autonomous guideways throughout the world generating hundreds of billions of dollars in revenue to eliminate all taxes and provide riches to our residents.

Qatar redistributes its oil and natural gas wealth to its citizens, which has resulted in one of the highest per capita GDPs in the world. The government uses this wealth to provide substantial benefits, including high-paying public sector jobs, free electricity, and free healthcare. I'll use this sovereign fund model for Montgomery County monetize the guideways to eliminate taxes and provide county residents free health and child care.

American Legion and Key bridge solution



Column-supported below traffic level



Section

Maryland has the 2nd worst traffic congestion in the US (Trip report) and a \$6 billion transportation budget shortfall.

For the cost of the Purple line 1,000 miles of autonomous guideways can be built across Montgomery County providing every MoCo resident, including kids, that can ride a etrike, transportation to anywhere in the county with no traffic delays or greenhouse gas, particulate and toxic volatile air pollutants.

Hybrid Autonomous Guideways

Prove the benefits of transit in congested corridors and solve the last mile problem allowing riders to take control of their pods and drive them on surface roads to their final destination.

The autonomous vehicles come to you and return to guideways.

eTrike versions provide the best transportation to even children. Drive enclosed eTrikes on surface streets and they are self-driving on the autonomous guideways.

These technologies will achieve Maryland's Vision Zero (no traffic serious injuries or deaths) and Climate Change goals. Transportation in Maryland accounts for 28% of greenhouse gas emissions.

State and local governments provide roads and water and sewer. We should also provide 21st century utilities like robots, internet and AI. This can be done at a lower cost without profit motivations that invade our privacy, degrade our mental health and provide the tools to destroy our democratic republic.

Autonomous Guideways will free up 10 square miles of County owned Land

This land can be used for affordable housing, parks and greenhouse, walkable streets, more and safe bike paths.

Because Guideways eTrikes deliver themselves to your door and automatically return to the guideway by themselves, there is no need for finding and paying for parking.

Because the ultra-lite guideway vehicles are on-demand and never stop, travel time is half that of car travel and they go everywhere. They are classified as bikes so even kids can drive them. So most people will prefer them to cars.

Here's a post by Matt Johnson of Park and Planning on the current land area used for parking and roadways.

In March, one of our planners, Claudia Kousoulas, [showed the difference in scale](#) between urban development and the infrastructure underlying suburban development by overlaying the I-270/I-370 interchange on top of Bethesda's Woodmont Triangle area.

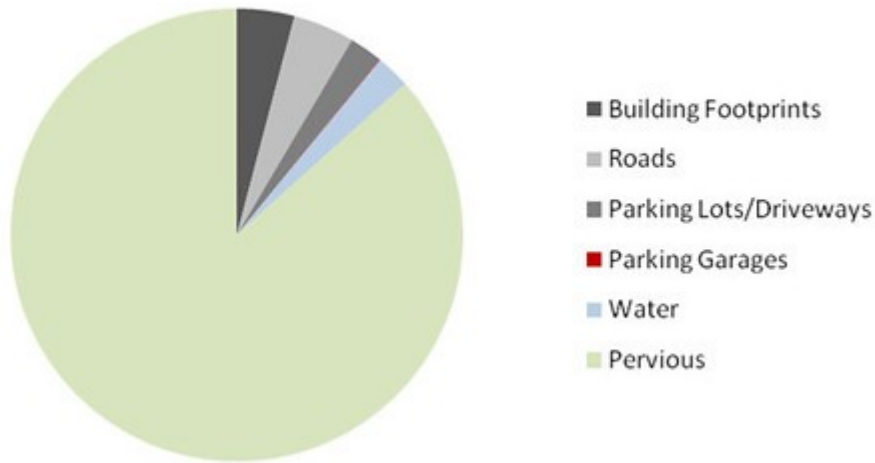
The amount of space we devote to moving cars is almost surreal at times. At Montrose Road, Interstate 270 is a whopping 14 lanes wide. At that rate, it seems we're trying to rival places like Atlanta and Los Angeles.

But what is even more amazing is the amount of space we devote to storing cars. When people think of the automobile, it is invariably involved in going somewhere. But cars spend the vast majority of their time parked.

In Montgomery County, we devote about 2.5% of our land area to parking. That's more than 12 square miles. It's slightly less than the amount of land covered by water in the county. Can you imagine the Potomac River, and the Triadelphia, Rocky Gorge, and Little Seneca reservoirs all covered in parking lots?

Perhaps more shocking is that the amount of space we devote to parking and driving exceeds the amount of land devoted to buildings in Montgomery County.

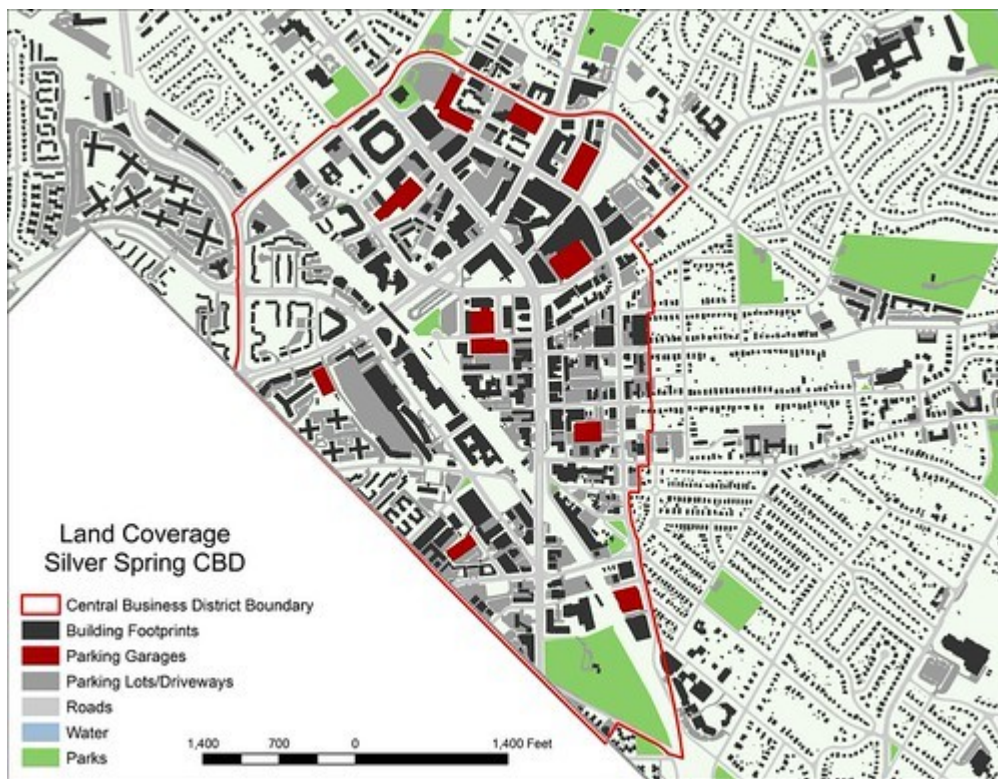
Montgomery County - Land Coverage



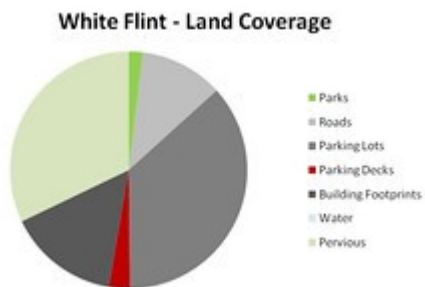
Buildings cover about 4.1% of the county's land. But roadways cover 4.3%, meaning that we use 6.8% of the area of the county just to move or store automobiles

Silver Spring is one of Montgomery County's urban areas. There we find that 21.9% of the land area of the Central Business District is devoted to parking cars. Most of that area is surface parking. Only 3.8% of the land area of the CBD is used for structured parking. Another 16% of the land area is used for roadways.

In fact, four times as much area is devoted to surface parking than is devoted to parks in the Silver Spring CBD.

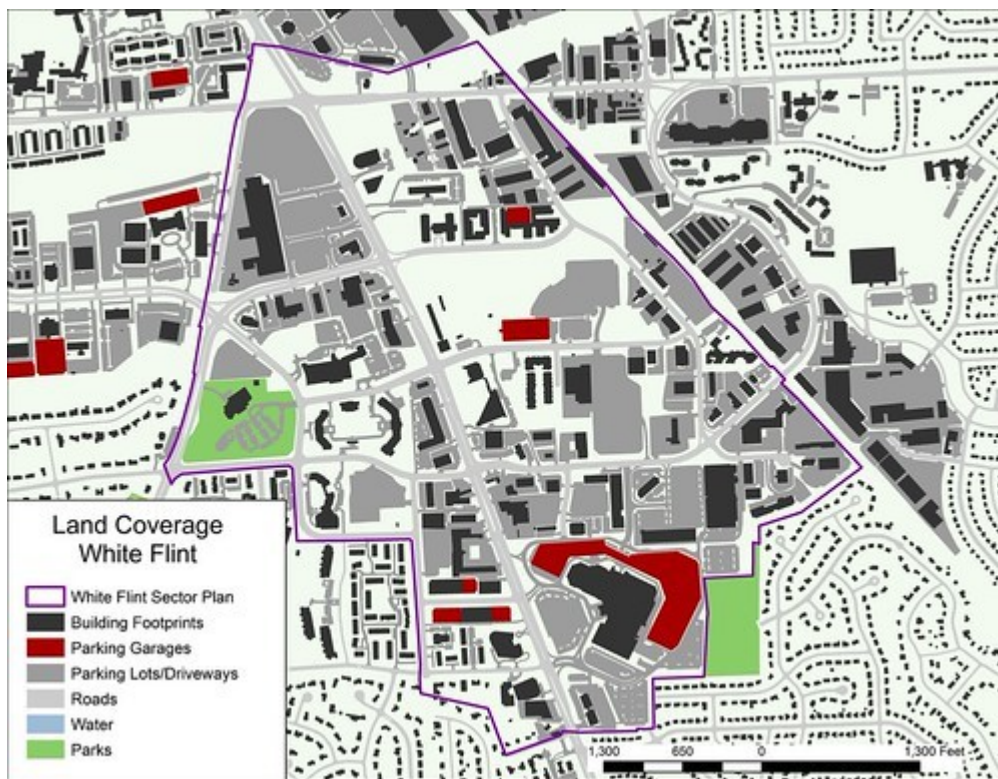


In White Flint, along the suburban Rockville Pike corridor, the numbers are even more extreme. I used the boundaries of the recent sector plan area to calculate the percentages.



There, some 45.9% of the land area is devoted to parking. Another 13.2% is devoted to roadways, meaning that 59.1% of the land area of the neighborhood is given over to cars.

Here, the lack of a parking lot district makes shared parking much more difficult. And that means that each business is providing more spaces than would be needed in a “park once” district.



All told, approximately 34.6 square miles of land area in Montgomery County is devoted to automotive transportation. If all the roads and parking areas in Montgomery County were placed in Arlington County, Virginia, they would completely fill Arlington, and there would still be 10 square miles of parking and roads left over. Or, placed in Washington, they would cover over half of the land area in the District.

Accommodating this sea of parking places a huge cost on both the public and private sectors. And it also has a major impact on the environment. But perhaps most notable is the opportunity cost of using valuable land in our activity centers for parking. In White Flint, despite the presence of a Metro station, 45.9% of the land area is devoted to parking. Only 17.7% of the land is used for buildings!

As the county grows more dense, the acres of parking in places like White Flint are becoming more valuable as potential sites for redevelopment. How we address the parking issue will have an enormous impact on the future of the county.