

PBTSAC Meeting Minutes

1.24.19

Attendees:

Kristy Daphnis (KD)	Tommy Heyboer (TH)	Andrew Tsai (AT)
Heidi Coleman (HC)	Derek Gunn (DG)	Stephanie Webber (SW)
Al Roshdieh (AR)	Leah Walton (LW)	Jeremy Martin (JM)
Steve Aldrich (SA)	Rachel Maleh (RM)	Craig Wilson (CW)
Tomas Bridle (TB)	Wayne Miller (WM)	John Wetmore (JW)
George Branyan (GB)	Luisa Montero (LM)	Joe Pospisil (JP)
Wade Holland (WH)	Mary Beth Cleveland (MBC)	Boris Calderon (BC)
Dave Helms (DH)	Katie Harris (KH)	Alison Gillespie (AG)

Minutes: KD called meeting to order at 7:00 pm and did introductions.

KD: Next meeting is in March, looking to be Upcounty and have Councilmember attendance

KD: Alison Gillespie & Cenil are here on PTA matters

AG: So much energy and momentum among PTAs, similar themes emerging; opportunity to solve wide issues; we are excited

KD: Al Roshdieh has mentioned in a meeting with me and Alison that spot improvements are important, but we want the program to work too

SA: Re: the Aspen Hill Vision Zero Study, it is not the same as a Master Plan. A Master Plan is rigorous with community involvement, the Planning Board, Council review, etc. Master Plans get adopted as official County documents. Studies are simply recommendations, not the same level.

TB: The Vision Zero Aspen Hill study seems like a good method

WH: The Vision Zero Equity Task Force is starting up, looking for opportunities to engage communities where there are higher numbers of severe and fatal crashes

KD: Email out the information

WH: The RFP draft for the Vision Zero Coordinator is getting ironed out on the 2nd Floor

DH: Go to Marc Elrich's budget forums and bring up Vision Zero

DH: The Veirs Mill Master Plan hearing is 1.29.19

KD: If anyone would like to testify on behalf of the PBTSAC let me know

WH: Budget cycle hearing are coming up for the operating budget

TH: BiPPA funding is to go down \$5M

SA: I am presenting to the County Planning Board 2.7.19

TB: Vision Zero analysis should be done for all CIP projects, that would help sharpen the focus

AR: The Planning Board reacts to the CIP budget; we can give simple change to projects affecting Vision Zero for you to push

SA: Umbrella projects in DOT can be hard to break out

TB: It might be hard to do but it will help the Council make Vision Zero decisions

AR: The County Executive submits the budget, MNCPPC makes a reaction after it is submitted

KD: When do we testify?

AR: Public Hearing

KD: There are 2 topics at hand, 1st is the CIP process, the 2nd is when do we put the Vision Zero lens on projects

WH: Road safety audits will be included in engineering plans going forward. A road safety audit is a process of analyzing information about the project considering safety features

LW: How was Wade Holland's flyer published

WH: We just started, trying to spread word to community groups

RM: How does the safety plan affect rail?

KD: Broader question and we need to move on

KD: SRTS Program -> we asked for an engineering presentation

JP & BC: The program started in 2005 with a review system; we rated schools on a scale up to 100. We moved around the County to different schools. Based on County/State crash report around Schools. We prepared studies that looked at infrastructure improvements, field investigations, etc. The 2nd round was influenced by the 1st round. We grouped schools and prioritized Elementary Schools and Middle Schools based on stats shown in the boundaries. Walking areas are set by MCPS based on school age (elementary child generally should not be passing State roads, etc). We prioritized younger grades for more vulnerable users; HS crosses State Roads; usually the boundaries overlap with HS areas.

KD: HS more important to target because teen drivers and walking on more dangerous roads and more walkers

AR: We work with MCPS within the perimeters of the school, however we have no jurisdiction to tell them what to do with their buses, etc. We advise them if we see something dangerous that is outside our jurisdiction. We studied each of the High Schools and work with SHA

JP & BC: Short, intermediate, and long-term recommendations come out of the studies. Short term improvements MCDOT Traffic has direct control (crosswalk marking, traffic signs); intermediate term improvements MCDOT Traffic coordinates with sister divisions; long term improvements require coordination with outside agencies (MCPS, MCNPPC, SHA, etc.)

AR: We have a public hearing for sidewalks, hearing officer recommends (usually) approval and we proceed, but the Department does not just plow through always against the community

SA: Dale Drive is perfect example of this.

AG: No one in the community knows how to request a SW

AR: You can do it online

AG: Too hard

AG: Process is too confusing to request SW

KD: We get that SRTS is not the Sidewalk program

KD: Was the same checklist used for Round 1 and Round 2?

JP & BC: Methodology for 2nd round -> SW infrastructure

SA: How did the 1st round help prioritize the 2nd round?

JP & BC: Prioritized schools that had not received attention lately; needed improvements at Seneca Valley High School; spot improvements based on concerns coming from schools, police, residents, etc. We coordinate with the Pedestrian Road Safety Audits. We are working with the Institute for Public Health Innovation and we are prioritizing schools with our partnership with them. There are multiple different CIPs funding the program. The Office of Legislative Oversight reviewed the program in 2016. We will send out the presentation

JP & BC: Before and after photos; proactive approach to student safety. We coordinate with MCPS on driveways, etc.

DH: Crossing guards are an MCPD thing

JP & BC: Police determine where they are, we provide feedback, earlier today we worked with MCPD and MCPS on crossing guards. When MCPD removed crossing guards at Grubb & MD 410 we made improvements behind them and coordinated with SHA

RM: Any private school overlap?

JP & BC: Not so much overlap but we look at private schools as well, primarily by request from school or a parent. We make improvements as we can. State has changed school zone boundary criteria and so we have gone back to look at areas. Contact us if a street ought to be designated a school zone

AG: Do you change signals based on after school events?

JP & BC: Based on normal school hours

AG: For new schools what is the process?

JP & BC: When possible we try to get in during the planning phase

KD: Unfortunately, Leon Langley could not be here tonight from MCPS

TB: Dealing with problems at the planning stage is exactly why Vision Zero needs to have a lens early on

KD: Send me follow up questions by end of next Wed.

WM: Bus Stop Audit Program started ~11 years ago. We have incorporated Vision Zero into the bus stop review. Over 4,500 bus stops; have upgraded over 2,500 bus stops. CIP sunsets FY19 but we have Level of Effort money to keep on after that working with other DOT programs.

WM: Before and after photos. At the very least we are looking at ADA improvements, doing bus pads, knee-walls, etc. We work with SHA, some of these roads have a shoulder that is considered a sidewalk. Lots of factors, trip generators, etc. We do not want the bus stops too far apart, priority to create as much access for everyone to have, looking to eliminate as many midblock stops as we can.

WM: Identified High Incidence Roadways and these are our priorities looking forward to make the stops safer for pedestrians; 10 on County and 10 on SHA roadways, selected for high incidence and tend to have higher ridership. We attach a numerical value to rate crossings. Nearside stops are better than farside stops. We get feedback and requests and investigate every one, most times we can make a change. Focus is on High Injury Network, but we also get 311 requests, etc.

LM: Plan to remove all midblocks?

WM: Goal, but we must look at a case by case basis

AR: Midblocks pose issues, we have reached out to State re: HAWK signals; the midblock crosswalk can put pedestrians in harms way. When it comes to safety, nothing is more important.

KD: Eliminating any bus stops?

WM: Sometimes yes, we prefer ~800' spread; we do not like eliminating stops if we do not have to

MBC: Any way to tell vision impaired people that they are at a bus stop

WM: Meeting soon to investigate that

AR: We are working on these things

WM: We have investigated geotagging, our locations are tagged

KH: Capital Trails Coalition – gathered lots of partners to set up regional plans and improvements.

Define a trail network. Focus on multi-use/paved trails that also serve a commuting function. Capital Crescent Trail, etc. We want many trails and we want them connected. We met with MNCPPC, VA Counties, DC, etc. Our website is capitaltrailscoalition.org. Our goal is to elevate trail projects that local jurisdictions have approved. Planners have already identified their needs, we want to show how much public support there is for these projects. Prioritized projects within the overall network by working with local jurisdictions and our own priorities. 11 in both categories. Upcounty is not as represented because our requirements are for a trail connection and not a lot there. Separated off road trails.

AT: Lots of parks in the County. 156 hard surface trail crossings. We coordinate with MCDOT and SHA. We developed a priority list including factors for users, speed, crash history, etc. Matthew Henson Trail at Veirs Mill Road showed up as high priority, for example. We are constantly looking at this and include public input, issues arising as we go along, etc. Currently we have a Vision Zero PDF for funding. Standalone CIPs but also looking at 6 Rock Creek Trail crossing and 12 natural surface trail crossings. We are looking to improve sight distance, make it safe, ADA compliant, detectable warning surface, perpendicular to roadway, etc. Spot speed studies and sight distance are used to see if we would consider a median refuge (or other additional improvements). Construction costs range from ~\$10k to ~\$50k depending on the crossing. We have a Vision Zero PDF at MNCPPC, so far we have utilized it for trail crossing.

KD: Want a 101 from Glenn Orlin re: PDFs

GB: Advanced stop lines are very important, especially for multiple threat crosswalks

AT: Did this for Forest Glen

AT: Stop bars are not a universal option

KD: We will send out an email vote to approve past meeting minutes. Nadji Kirby has moved on, John Hoobler is new County liaison. Next meeting we are looking to host Upcounty, let us know if you have ideas. Thanks to everyone here as a guest, appreciate the council representatives.

JW: Interviewed Casey Anderson & PEPCO President, latter maybe interested in more trails

KH: WABA hosting annual Washington Area Vision Zero Summit March 14th, 2019.

SW: Vision Zero Ambassador Program on the website, Don't Drive Distracted contest going on, deadline in March, 2019.

KD: Meeting adjourned at 9:09pm.



Vision Zero Progress Report

PASSENGER FACILITIES

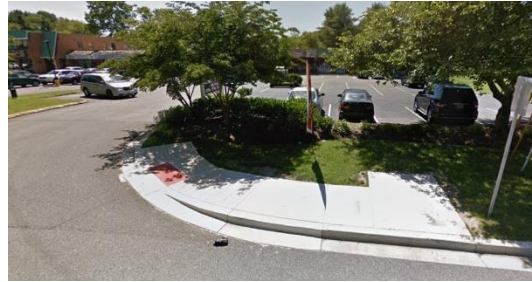
January 23, 2019

Passenger Facilities Bus Stop Improvement Program

- **Action:** Develop a program to review transit stop locations and conditions to ensure safety and accessibility. Priority will be given first to HIN locations, but all stops will be reviewed every 5 years.
- **Metric:** Percentage of transit stops with safe crossings, number of severe and fatal collisions related to going to or leaving a transit stop.

Current Bus Stop Improvements

- CIP to make stops ADA compliant
 - to date, 4,527 stops compliant
 - 2,642 stops upgraded over 11 years
 - Dedicated project manager
 - Project sunsets at the end of FY19 - (90 additional stops to be completed by May '19)
- Level of effort to continue - \$400k/yr
- Upgrades will continue leveraging resources across DOT



Sidewalk, ramp & landing pad.



Landing pad and knee wall
(double as a bench and barrier
for wheelchairs).



Extensive sidewalk, ramp and
knee wall.

Larger paved median & ramp.



Sidewalk, ramp, landing pad & knee wall.



High Incidence Roadways

County	Roadway	Total Collisions	Collisions per Mile per Year	Collisions per 100M VMT**	Stops	State	Roadway	Total Collisions	Collisions per Mile per Year	Collisions per 100M VMT**	Stops
1	Crabbs Branch Way From Reland Rd to Indianola Dr	9	3.8	51.9	6	1	University Blvd W* From Georgia Ave to Colesville Rd	30	2.2	18.5	34
2	Middlebrook Rd* From Germantown Rd to I-270	15	2.6	33.1	9	2	Veirs Mill Rd From Connecticut Ave to Newport Mill Rd	12	3.3	24.5	9
3	Shady Grove Rd From Frederick Rd to I-270	14	2.7	18.3	8	3	Rockville Pike From Jones Bridge Rd to Cedar Ln	12	3.6	22.1	5
4	Sam Eig Hwy From Fields Rd to Diamondback Dr	5	4.9	42.8	0	4	W Diamond Ave From I-270 to Water St	5	1.6	44.4	6
5	Randolph Rd* From Veirs Mill Rd to Rock Creek Park	9	2.6	30.7	8	5	Frederick Rd From Middlebrook Rd to Wheatfield Dr	13	2.3	18.8	12
6	Snouffer School Rd From Woodfield Rd to Flower Hill Way	9	2.0	25.4	10	6	Frederick Rd From Gude Dr to Shady Grove Rd	15	1.9	11.9	13
7	Shady Grove Rd From Metro Access Rd to Midcounty Hwy	11	2.3	12.9	4	7	Ridge Rd From Frederick Rd to Brink Rd	9	3.3	28.6	1
8	Bel Pre Rd* From Layhill Rd to Georgia Ave	10	1.0	12.5	25	8	Muncaster Mill Rd From ICC (MD-200) to Olde Mill Run	10	1.5	24.7	2
9	Randolph Rd From Kemp Mill Rd to Gillenallan Ave	9	2.0	13.6	10	9	Georgia Ave From Forest Glen Rd to Plyers Mill Rd	14	2.7	12.5	19
10	Darnestown Rd From W Montgomery Ave to Shady Grove Rd	6	1.5	20.4	1	10	Connecticut Ave* From Matthew Henson Trail to Georgia Ave	11	2.4	18.0	8

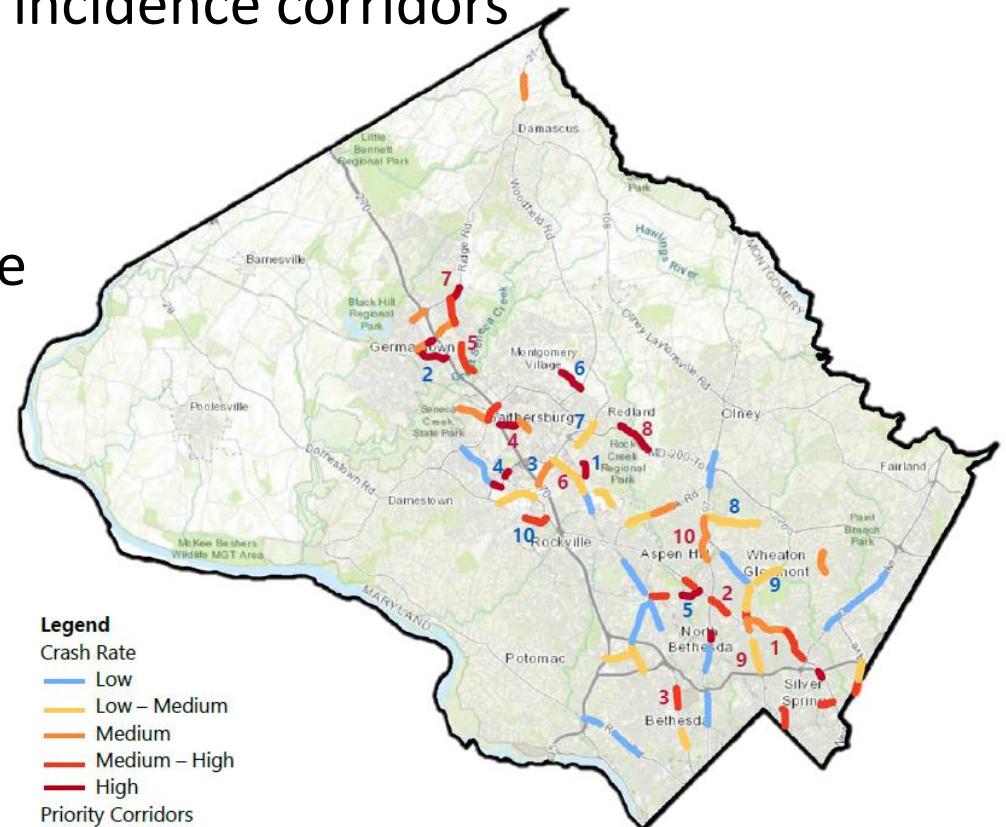
* Roadway overlaps with High Incidence Area for Pedestrian Safety Initiative

**VMT = Vehicle Miles Traveled

Review Approach

- Review of 20 priority high incidence corridors
 - 10 county & 10 state roads
- Evaluate stop attributes
- Assign rating on 0 – 1 scale

Assesment Criteria	Scale 0 - 1
Nearside	0
Farside	1
Midblock	1
Sidewalk - Yes	0
Crosswalk - Yes	0
Lighting - Yes	0
Vehicle conflict - Yes	1
Photograph location	
Subjective observations	



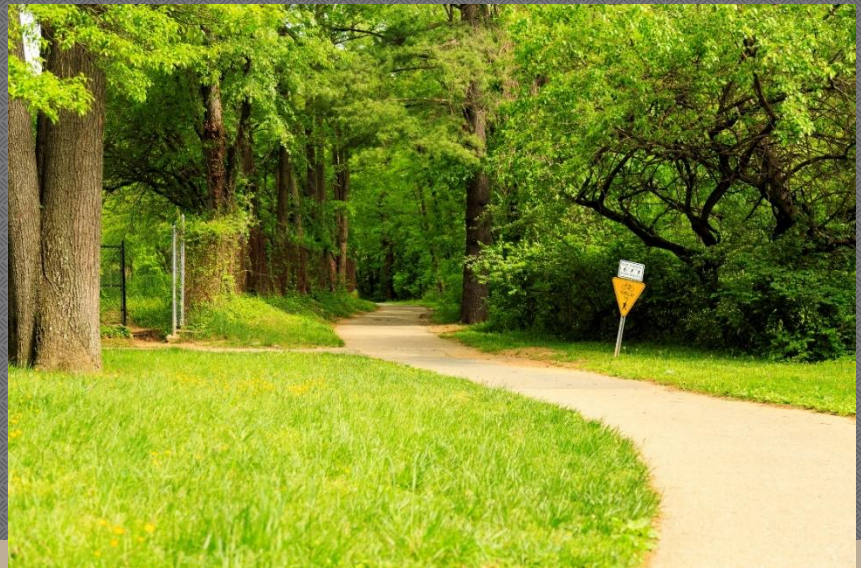
Legend
 Crash Rate
 Low
 Low – Medium
 Medium
 Medium – High
 High
 Priority Corridors
 1-10 County Maintained
 1-10 State Maintained

Vision Zero: Park Trails



ANDREW TSAI

MONTGOMERY COUNTY PARKS



Vision Zero: Park Trails



- 35,000+ acres Parkland, 200 miles of trails
- 156 Hard surface trail crossings
- 40 +/- natural surface trail crossings
- Cross DOT, SHA, and Park owned roads
- Prioritization Study (ongoing)
 - Factors:
 - Speed limit
 - Number of lanes
 - Mid-block or controlled
 - Presence of crosswalk
 - Presence of median
 - Estimated trail users
 - History of conflicts

Vision Zero: Park Trails



INTERSECTION	no. lanes x2	Median	Mid-block	Signal	Usage x4	SpeedX4	Total UsageX4 + Speed X4
1 Matthew Henson Trail at Veirs Mill Rd	10	-5	10	0	8	12	38
2 Paint Branch Trail at Fairland Road	4	0	10	0	8	12	37
3 Capital Crescent Trail at Little Falls Pkwy	8	-5	10	-3	12	12	37
4 Rock Creek Trail at Avery Rd	4	0	10	0	8	12	37
5 Rock Creek Trail at Baltimore Rd	4	0	10	0	8	12	37
6 Sligo Creek Trail at University Boulevard	14	-5	0	-3	12	12	33
7 Sligo Creek Trail at Colesville Road	14	0					
8 Little Falls Trail at River Rd	12	0					
9 North Branch Trail at Bowie Mill Rd	4	0					
10 Matthew Henson Trail at Georgia Ave	12	-5					
11 Sligo Creek Trail at Wayne Ave	8	0					
12 Sligo Creek Trail at Dennis Ave	4	0					
13 Rock Creek Trail at Randolph Road	14	0					
14 Black Hill Regional Park Trail at Crystal Rock Drive	6	-5					
15 Clarksburg Greenway Trail at Snowden Farm Parkway	8	-5					
16 Sligo Creek Trail at Forest Glen Road	4	0					
17 Rock Creek Trail at Southlawn Ln	4	0					
18 Long Branch Trail at Piney Branch Rd	8	0					

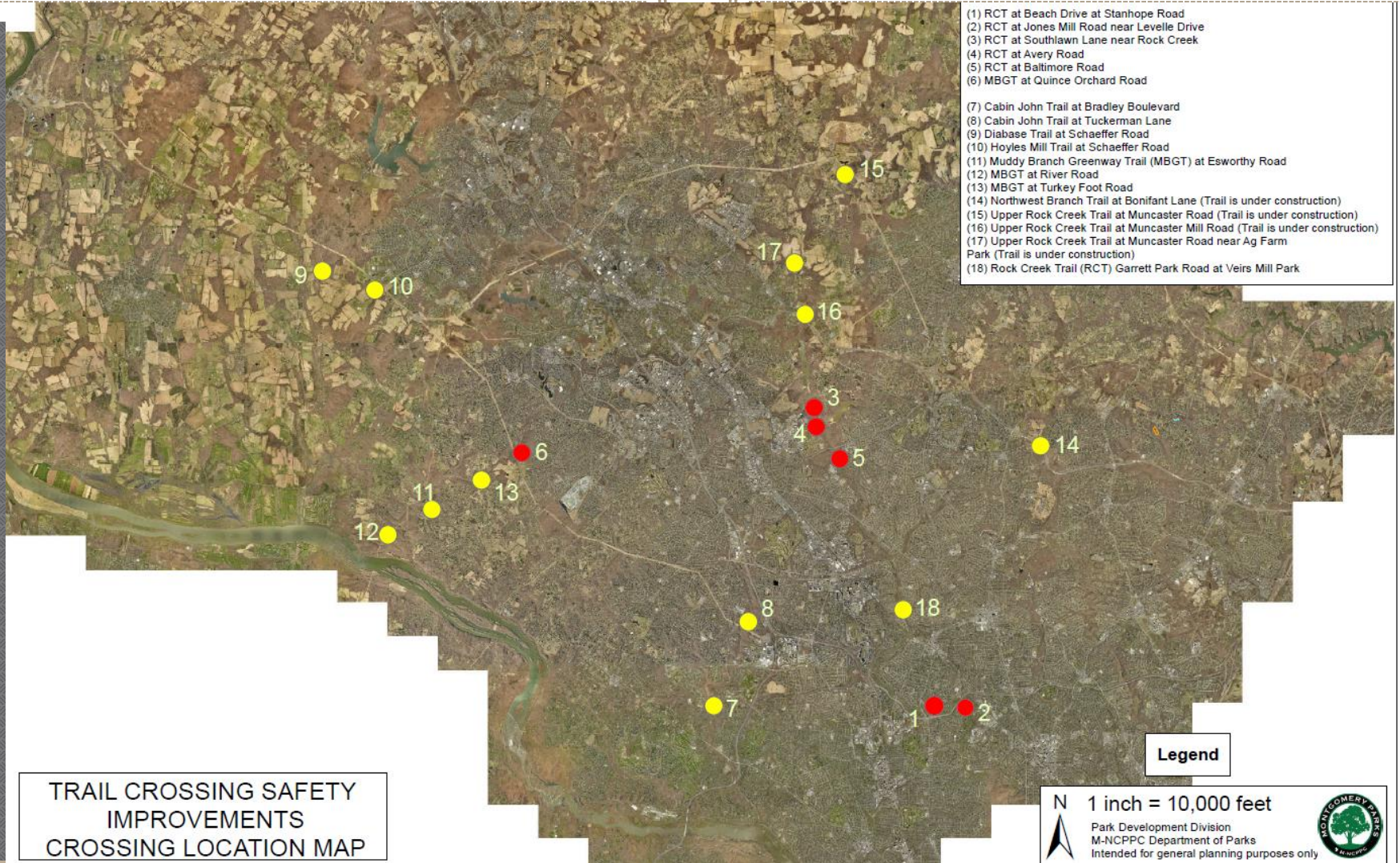
INTERSECTION	Total
1 Matthew Henson Trail at Veirs Mill Rd	38
2 Paint Branch Trail at Fairland Road	37
3 Capital Crescent Trail at Little Falls Pkwy	37
4 Rock Creek Trail at Avery Rd	37
5 Rock Creek Trail at Baltimore Rd	37
6 Sligo Creek Trail at University Boulevard	33
7 Sligo Creek Trail at Colesville Road	33
8 Little Falls Trail at River Rd	33
9 North Branch Trail at Bowie Mill Rd	33
10 Matthew Henson Trail at Georgia Ave	32
11 Sligo Creek Trail at Wayne Ave	32
12 Sligo Creek Trail at Dennis Ave	31
13 Rock Creek Trail at Randolph Road	29
14 Black Hill Regional Park Trail at Crystal Rock Drive	29
15 Clarksburg Greenway Trail at Snowden Farm Parkway	29
16 Sligo Creek Trail at Forest Glen Road	28
17 Rock Creek Trail at Southlawn Ln	27
18 Long Branch Trail at Piney Branch Rd	27
19 Sligo Creek Trail at Sligo Creek Parkway	26
20 Sligo Creek Trail at Park Valley Road	26
21 Rock Creek Trail at Beach Drive ù Franklin Street	26
22 Rock Creek Trail at Jones Mill Road	26
23 Rock Creek Trail at Beach Drive	26
24 Sligo Creek Trail at Sligo Creek Parkway	26
25 Rock Creek Trail at Jones Mill Road	26
26 Sligo Creek Trail at New Hampshire Ave	26
27 Little Falls Trail at Little Falls Pkwy	26

Vision Zero: Implementation



- Trail Crossing Safety Improvements project began Fall 2017 – (18) crossings
 - (6) Rock Creek Trail Crossings (existing hard surface)
 - (12) natural surface trail crossings – Muddy Branch Greenway Trail, Cabin John Trail, Hoyles Mill Trail, Diabase Trail, Northwest Branch Trail, Upper Rock Creek Trail
- Typical scope: survey, assessment, sight distance evaluation, speed study, design and permitting
- Coordination with traffic engineering consultant (STV), Montgomery County DOT and MD SHA

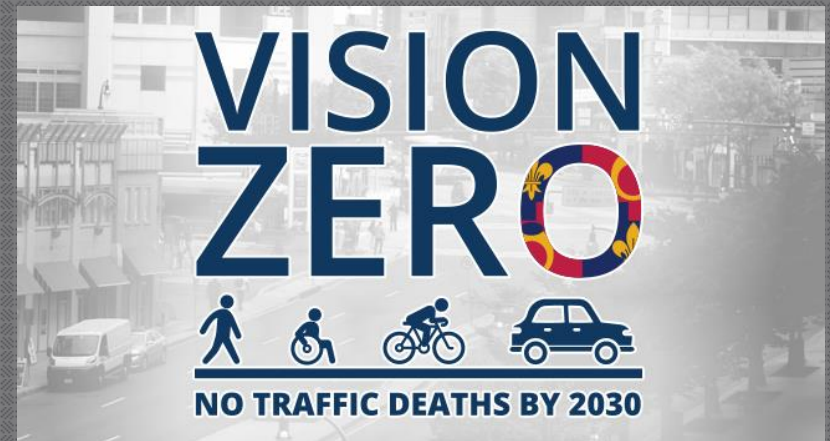
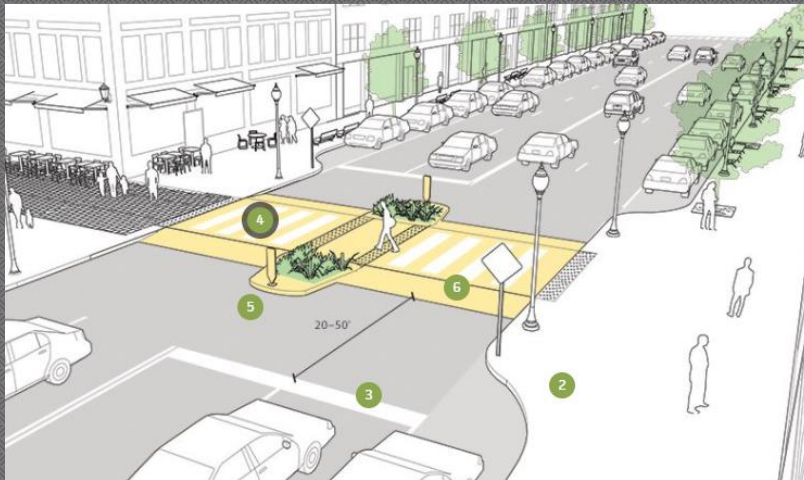
Vision Zero: Implementation



Vision Zero: Implementation



- Goal: Implement improvements at each crossing for trail user safety and consistency with crossing practices established by County DOT and MD SHA



Vision Zero: Implementation



- Example: Rock Creek Trail, Beach Dr @ Stanhope Rd



Vision Zero: Implementation

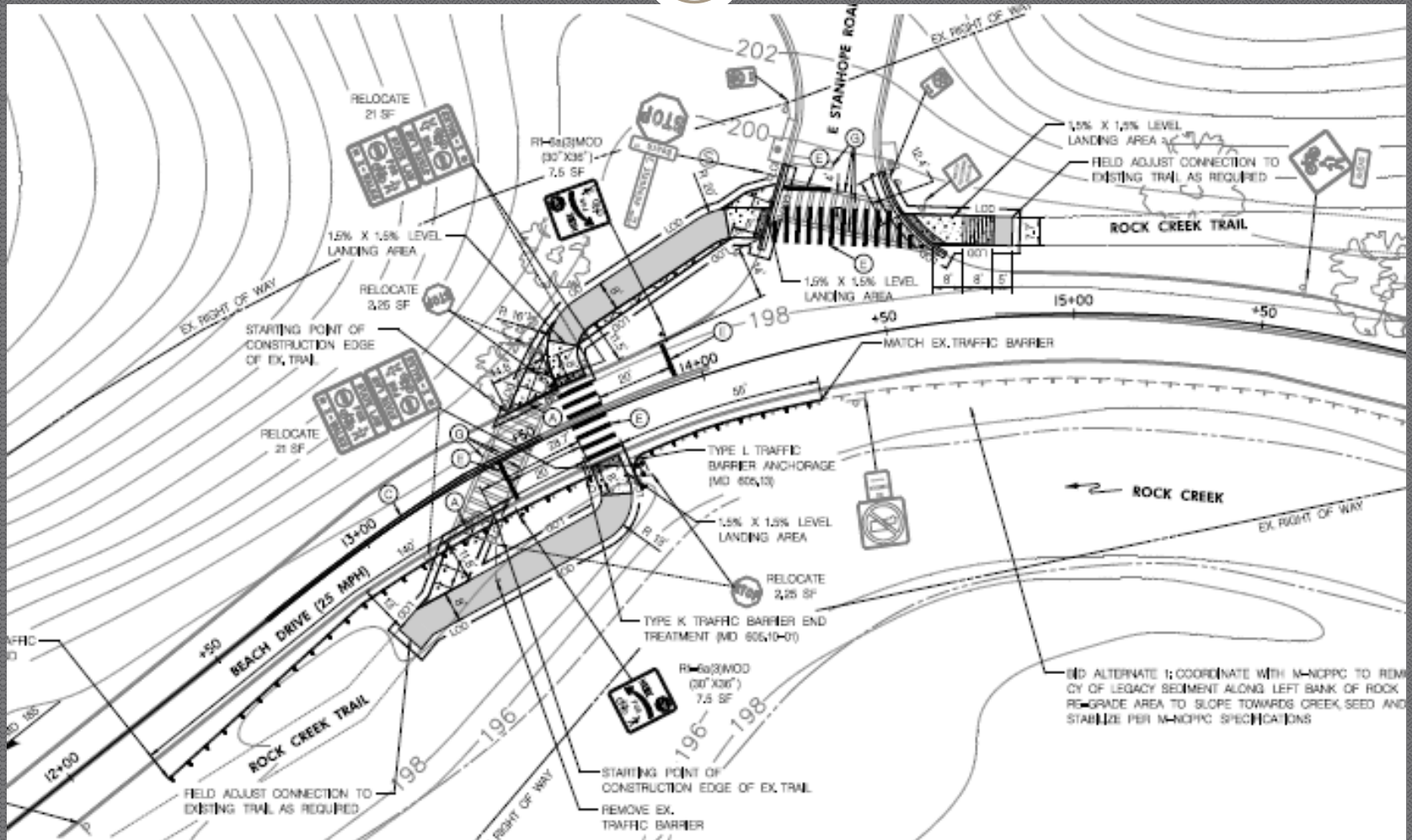


- Beach Dr WB



- Beach Dr EB

Vision Zero: Implementation



Vision Zero: Implementation



- Beach
Dr WB



- Beach
Dr EB

Vision Zero: Implementation



- Construction Cost Range: \$10k for just signage and pavement markings -> \$50k for trail re-alignment, re-grading, pedestrian beacons, etc
- (4) crossings constructed 2018, (10) crossings will be built 2019
- 2019: Starting study of next batch of (15) crossings
- Some crossings may require a standalone CIP project due to cost and scope
- Ongoing coordination with DOT, SHA, the public

Safe Routes to School (SRTS)

Program Overview



MCDOT

Montgomery County Department of Transportation

Safe Routes to School

- County program instituted to evaluate and assess traffic operations and safety issues. These include but are not limited to pedestrian, vehicular and parking related issues.

1st Round of Assessments

- MCDOT began systematic review of schools in 2005. Scoring system developed helped prioritize order schools were studied.
 - Designation of "School Zones" where applicable.
 - Primarily brought traffic markings and signings into compliance with National and State standards.

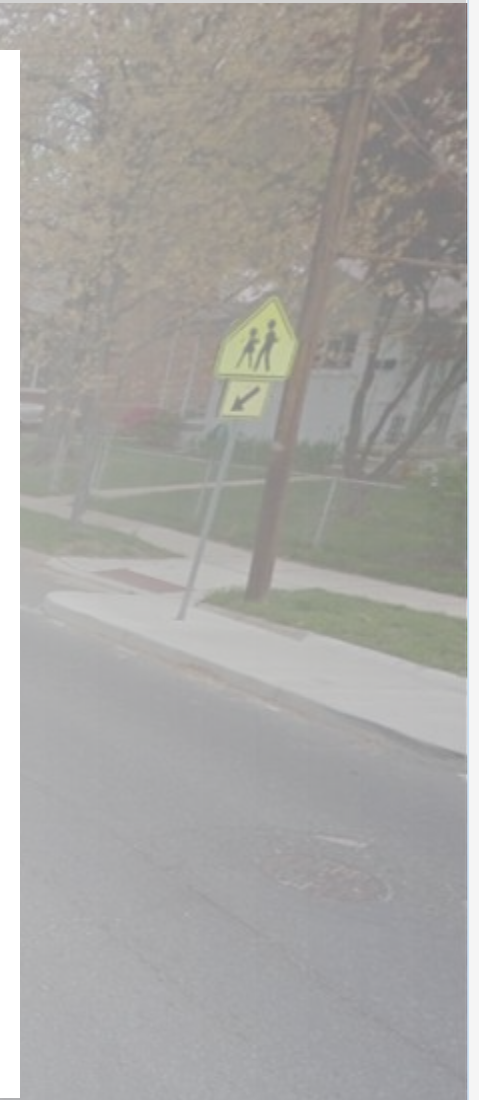
Name of School Cannon Road Elementary School ID 7

Signage Inventory (Category Maximum: 20)	
For schools with 10 or more signs:	
For every sign that is rated "poor", subtract 3 points.	0
For every sign that is rated "fair", subtract 1 point.	0
For schools with less than 10 signs:	
For every sign that is rated "poor", subtract 5 points.	0
For every sign that is rated "fair", subtract 1 point.	0
For schools with less than 5 signs total, subtract an additional 5 points.	0
Sum of Deductions	0
Category Score	20
Sidewalk Inventory (Category Maximum: 20)	
For the school side of the roadway (any approach)	
If there is not a sidewalk present, subtract 10 points.	0
If the sidewalk is rated "poor", subtract 5 points.	0
If there is a pathway obstruction, subtract 5 to 10 points.	0
For the opposite side of the roadway (any approach)	
If there is not a sidewalk present, subtract 5 points.	0
If the sidewalk is rated "poor", subtract 3 points.	0
If there is a pathway obstruction, subtract 3 to 5 points.	0
Sum of Deductions	0
Category Score	20
Drop-off/Pickup Inventory (Category Maximum: 20)	
For pick-up/drop-off areas adjacent to roadways posted 25 mph or under:	
If the students are dropped-off/picked-up on the street, subtract 5.	5
If students cross the street to get to the school after drop-off, subtract 10.	0
If the drop-off/pick-up queues over crosswalks, subtract 5.	0
For pick-up/drop-off areas adjacent to roadways posted over 25 mph:	
If the students are dropped-off/picked-up on the street, subtract 10.	0
If students cross the street to get to the school after drop-off, subtract 10.	0
If the drop-off/pick-up queues over crosswalks, subtract 10.	0
Sum of Deductions	5
Category Score	15
Crosswalk Inventory (Category Maximum: 40)	
Subtract 10 points for each approach that does not have a controlled (signalized, all-way stop, or crossing guard) crossing.	0
Subtract 5 points for each crosswalk rated as "poor".	0
Subtract 5 to 10 points for each crosswalk that has a sight obstruction.	0
Subtract 5 points for every signalized crosswalk without a pedestrian signal.	0
Sum of Deductions	0
Category Score	40

Combined Inventory Score **95**

Date: 12/10/2004

Last Updated: 12/13/2011

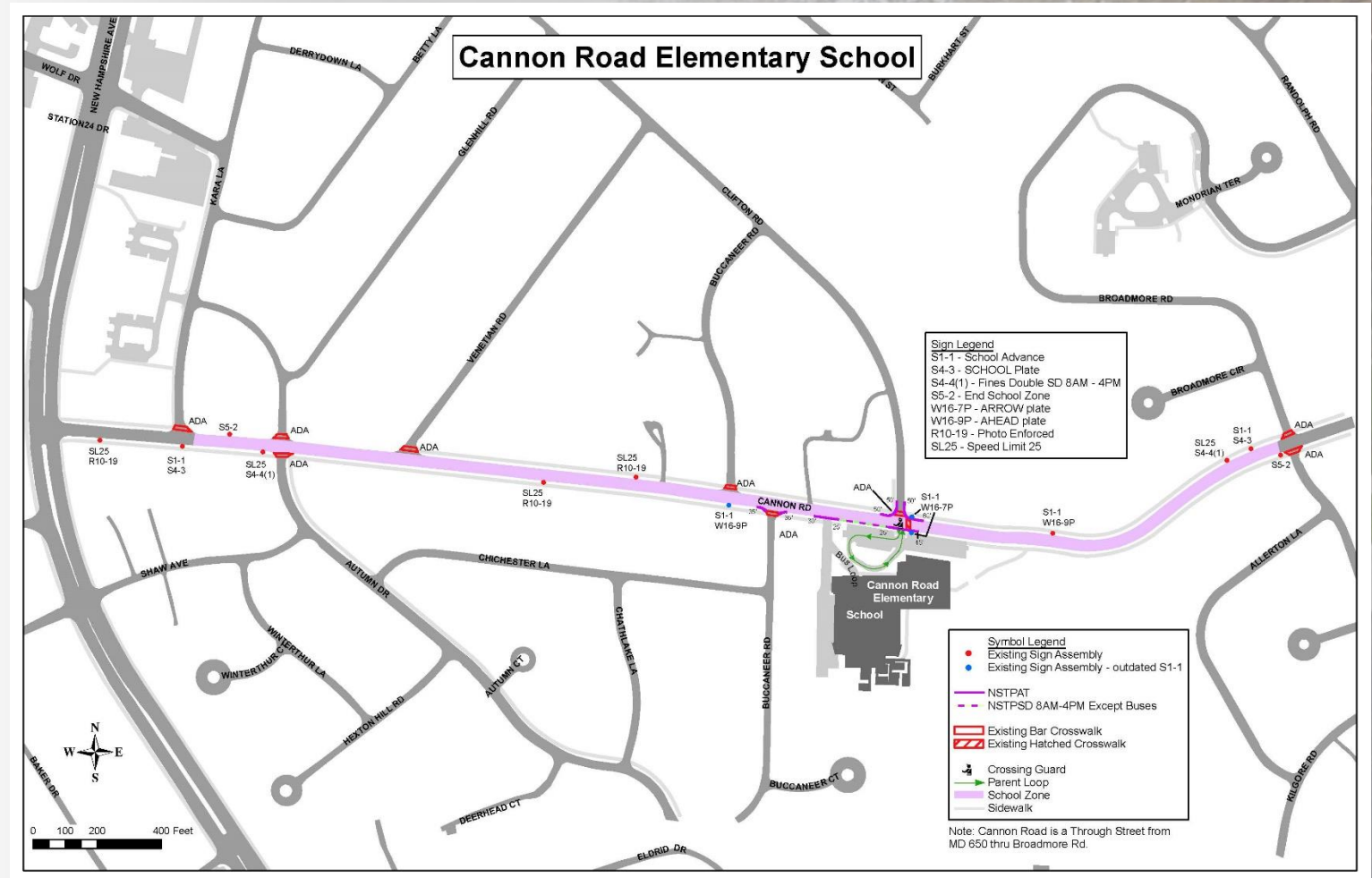


Safe Routes to School

- County program instituted to evaluate and assess traffic operations and safety issues. These include but are not limited to pedestrian, vehicular and parking related issues.

1st Round of Assessments

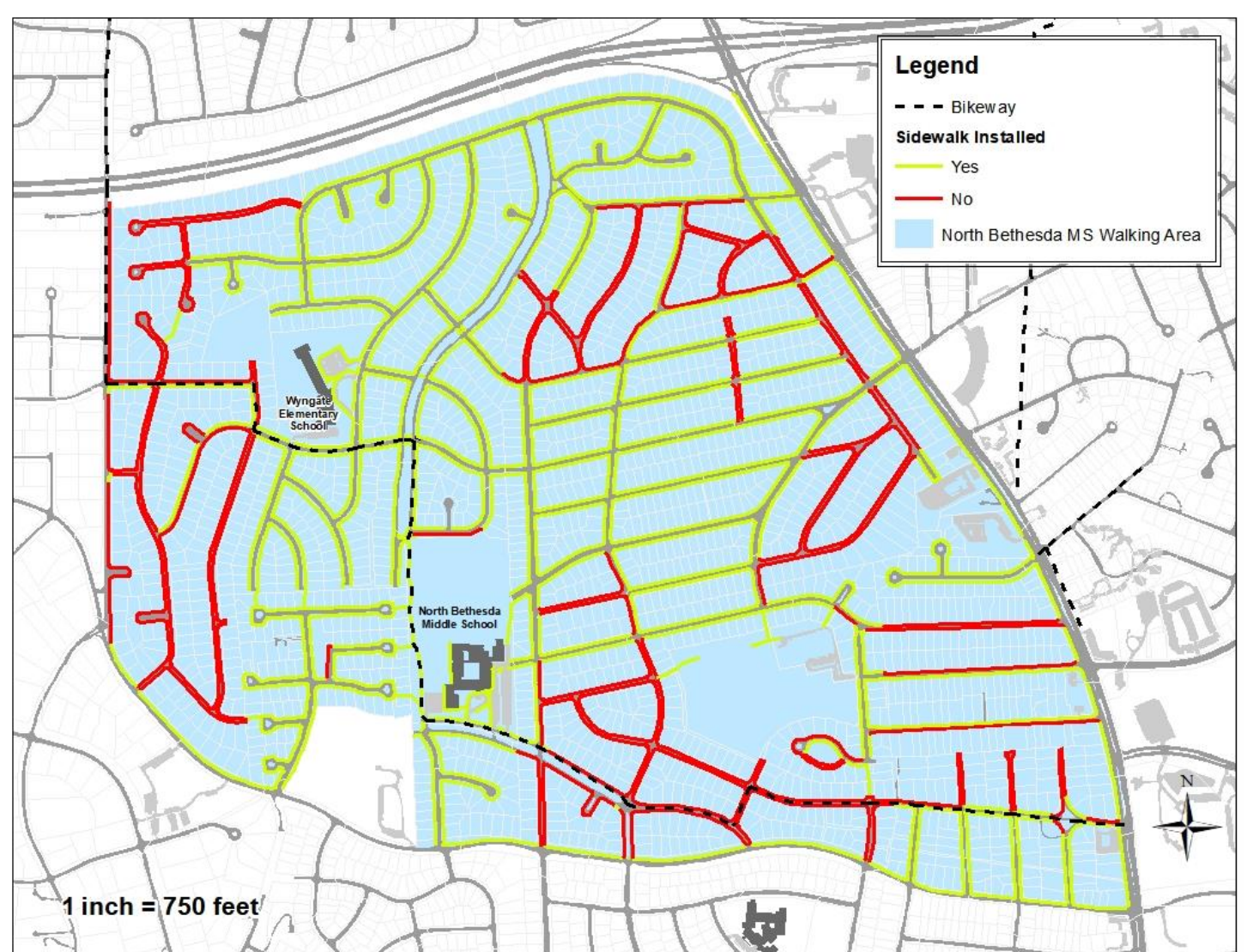
- MCDOT began systematic review of schools in 2005. The program instituted a scoring system that set the prioritization for the order schools were studied.
- Designation of "School Zones" where applicable.
- Primarily brought traffic markings and signings into compliance with National and State standards.



Safe Routes to School

2nd Round of Assessments

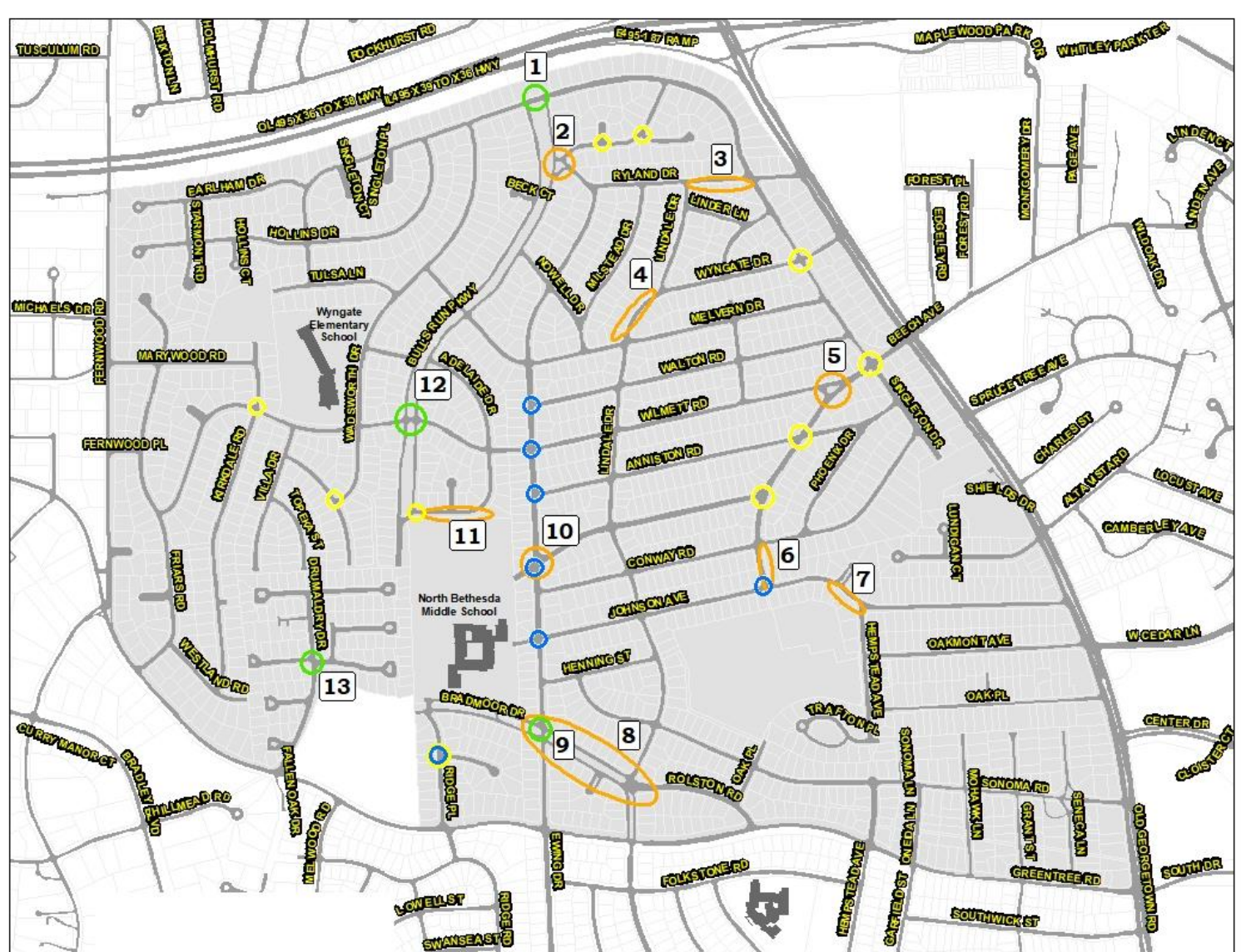
- Began 2018
- New prioritization list generated for this round
- Focus is on walkability within the entire walking area as designated by MCPS
- Inventory of pedestrian infrastructure
 - Sidewalks
 - Crosswalks



Safe Routes to School

Developing Recommendations & Assessing Complexity

- Short – MCDOT Traffic has direct control (Crosswalk markings, traffic signs, etc.)
- Intermediate – MCDOT Traffic coordinates with sister divisions (ADA ramps, curb extensions, etc.)
- Long – Capital improvements in coordination with outside agencies (MCPS and MNCPPC)



Safe Routes to School

Crossover Work

- PRSAs
 - RRFB near Argyle MS
 - Signal phasing near Seneca Valley HS
- IPHI
 - Address walkability in targeted neighborhoods
- Continue to address and investigate stand alone issues as they are reported to the division by residents, schools and Police.
 - Responsive Improvements/Studies



Safe Routes to School

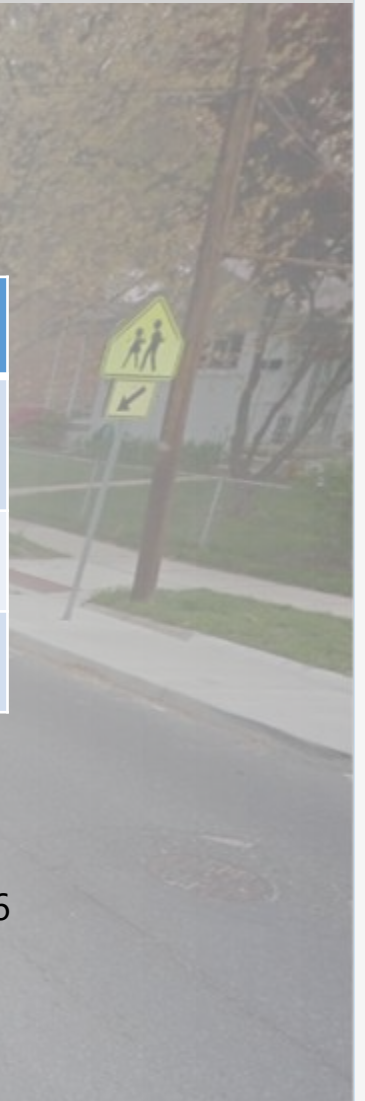
Resources

SRTS program receives allocated funding from various sources

Dedicated CIP	Non-Dedicated CIP
Pedestrian Safety CIP	Division of Transportation Engineering CIPs
	Signal Improvement CIP
	Intersection Spot Improvement CIP

Oversight

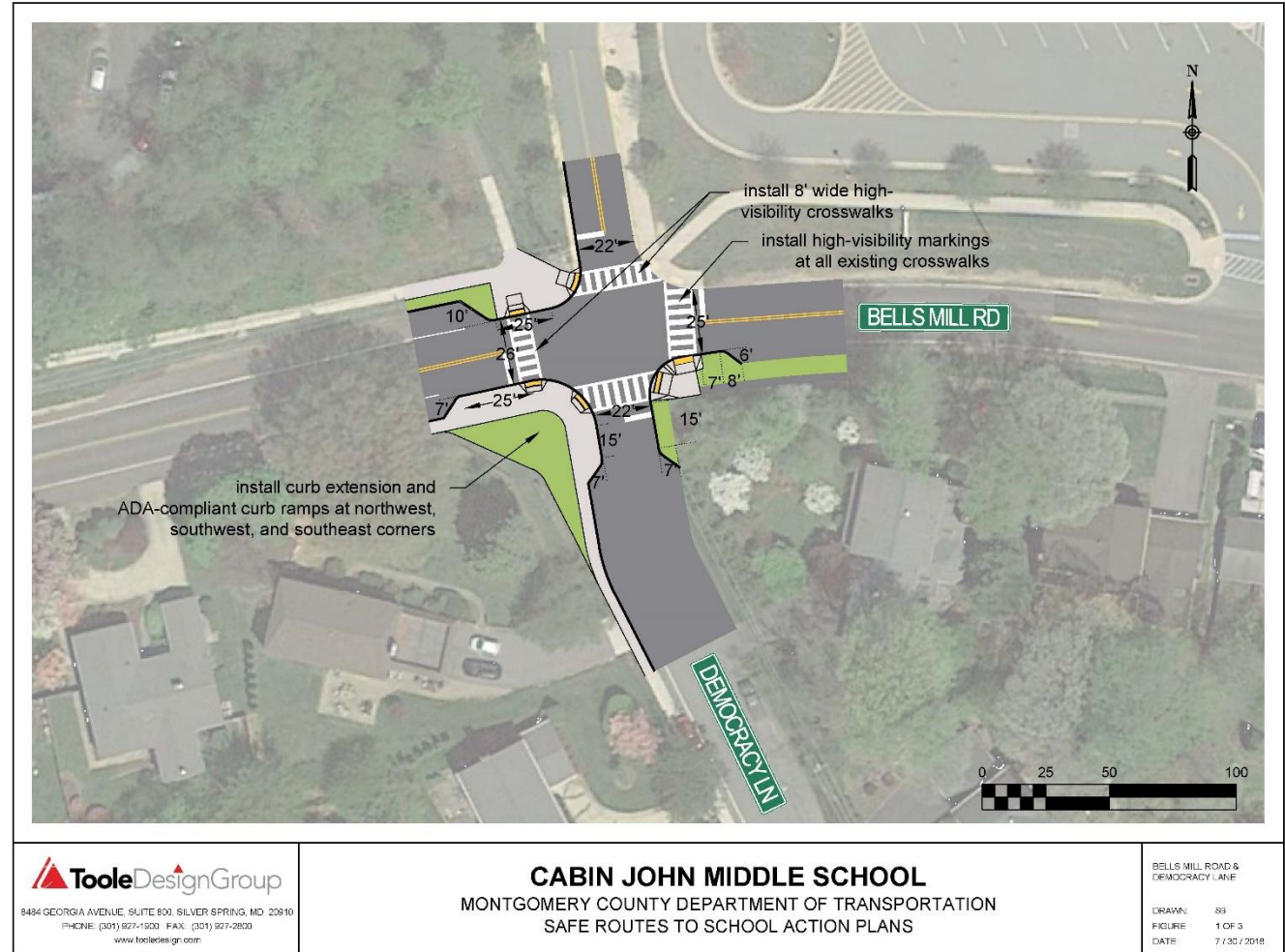
- Montgomery County Office of Legislative Oversight performed an impact report on the SRTS program in 2016
- Findings: <https://www.montgomerycountymd.gov/OLO/Resources/Files/2017%20Reports/OLOReport2017-1-MontgomeryCountySafeRoutestoSchool.pdf>



Safe Routes to School – Cabin John MS

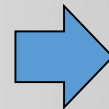
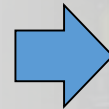
Identifying Spot Improvements

- Intersections (Offset or non-symmetric)
- Crossing Locations (Funneling groups of pedestrians, reducing crossing distances)
- Sidewalks improvements (ADA ramp improvements, widening of sidewalks)

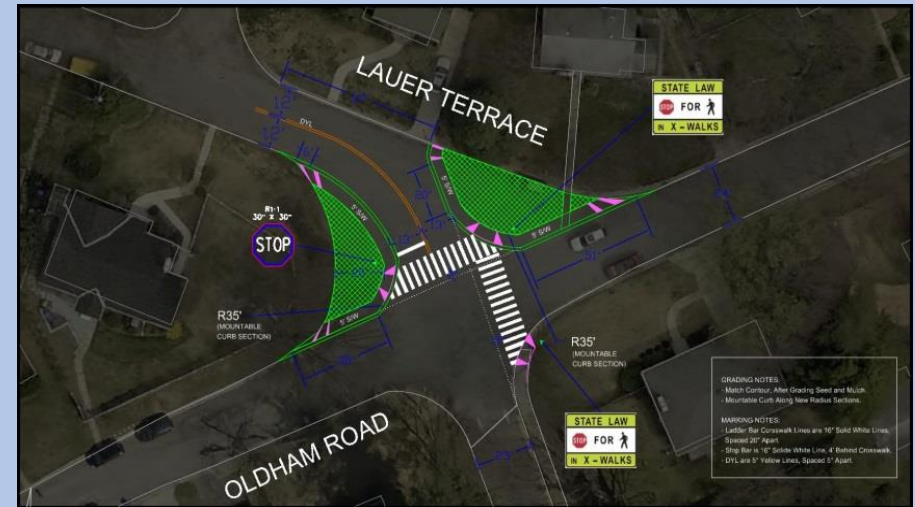


Safe Routes to School – Highland View ES

Before

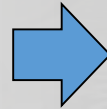


After



Safe Routes to School – Hallie Wells MS

Before

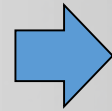
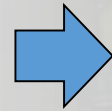


After



Safe Routes to School – Silver Creek MS

Before



After

