

PEDESTRIAN, BICYCLE, AND TRAFFIC SAFETY ADVISORY COMMITTEE
March 28, 2019 – 7:00 to 9:30 p.m.
Kramer Upcounty Regional Services Center
12900 Middlebrook Road
Meeting Room A

1. Welcome and Vision Zero Introduction (Kristy Daphnis) (20 min)
2. Pedestrian/Bike Master Plan Update (Eli Glazier - MNCPPC) (20 min)
3. County Executive Address (Marc Elrich – County Executive) (15 min)
4. *Pending* - District Council Member Address (Craig Rice – County Council) (15 min)
5. *Pending* - Vision Zero Hot Spots (Wade Holland – CountyStat) (10 min)
6. Community Input (Residents) (20 min, 2-3 min/person)
7. Open Discussion (20 min)
8. *Pending* - Vision Zero Plan update (Wade Holland – CountyStat) (10 min)
9. Committee Business (Kristy Daphnis) (20 min)

Adjourn – 9:30 pm

2019 Upcoming Meeting Dates: May 23, July 25



VISION ZERO

**NO TRAFFIC DEATHS BY 2030
IN MONTGOMERY COUNTY**

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**OUR PLAN TO ELIMINATE FATALITIES AND
SEVERE INJURIES ON OUR ROADS BY 2030**

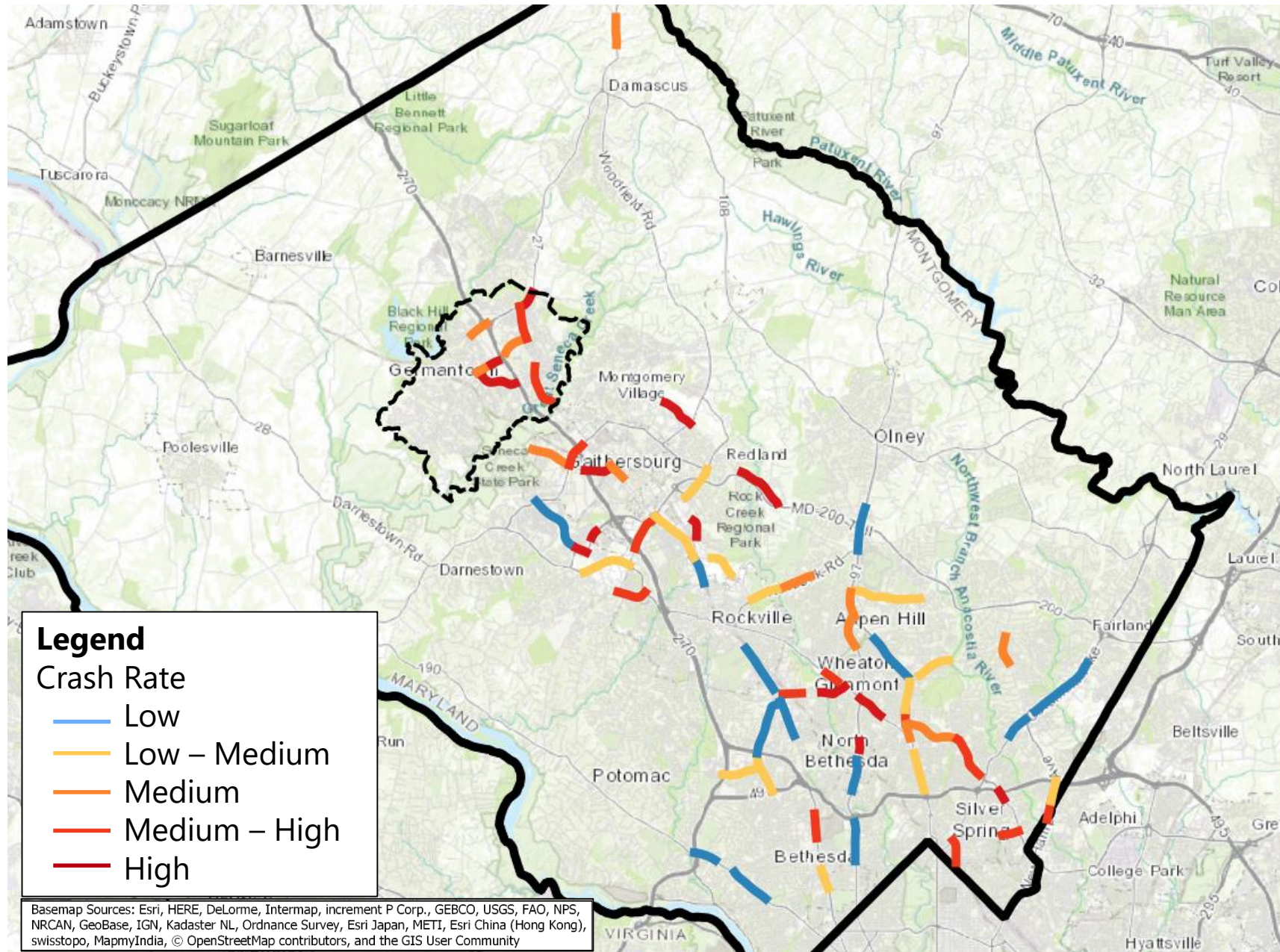
UPDATE TO PBTSAC • GERMANTOWN MEETING • 3/28/2019



GERMANTOWN CRASH STATISTICS



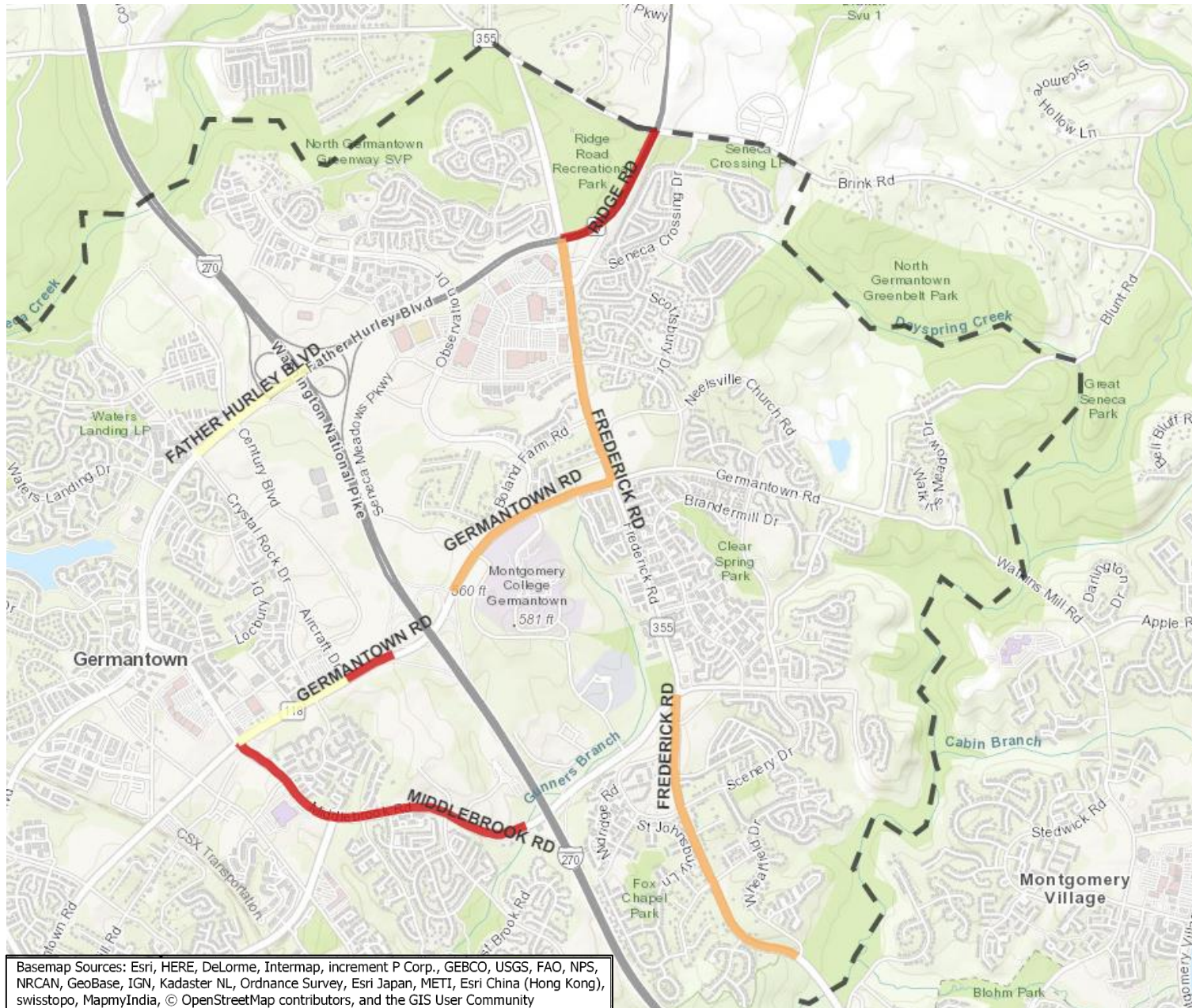
HIGH INJURY NETWORK



The High Injury Network (HIN) identifies roadway segments that have a higher amount of crashes (at least one crash per mile per year) relative to the amount of traffic on that road. MCDOT used this initial list to identify roadways for engineering improvements.

Germantown contains 11% of the County's serious and fatal collisions.

HIGH INJURY NETWORK IN GERMANTOWN

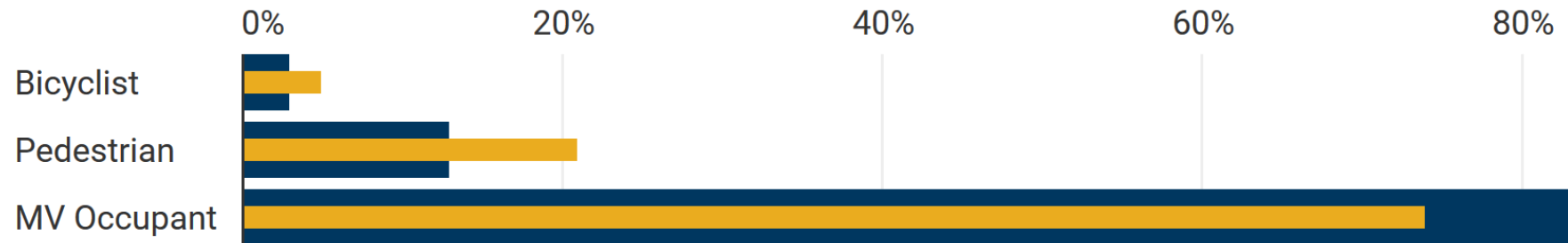


The High Injury Network (HIN) in Germantown is along roads adjacent to I-270 and Frederick Rd. Of these roadways, only Father Hurley Blvd and Middlebrook Rd are maintained by the County Government. The rest are maintained by the State Highway Administration.

HIGH INJURY NETWORK IN GERMANTOWN

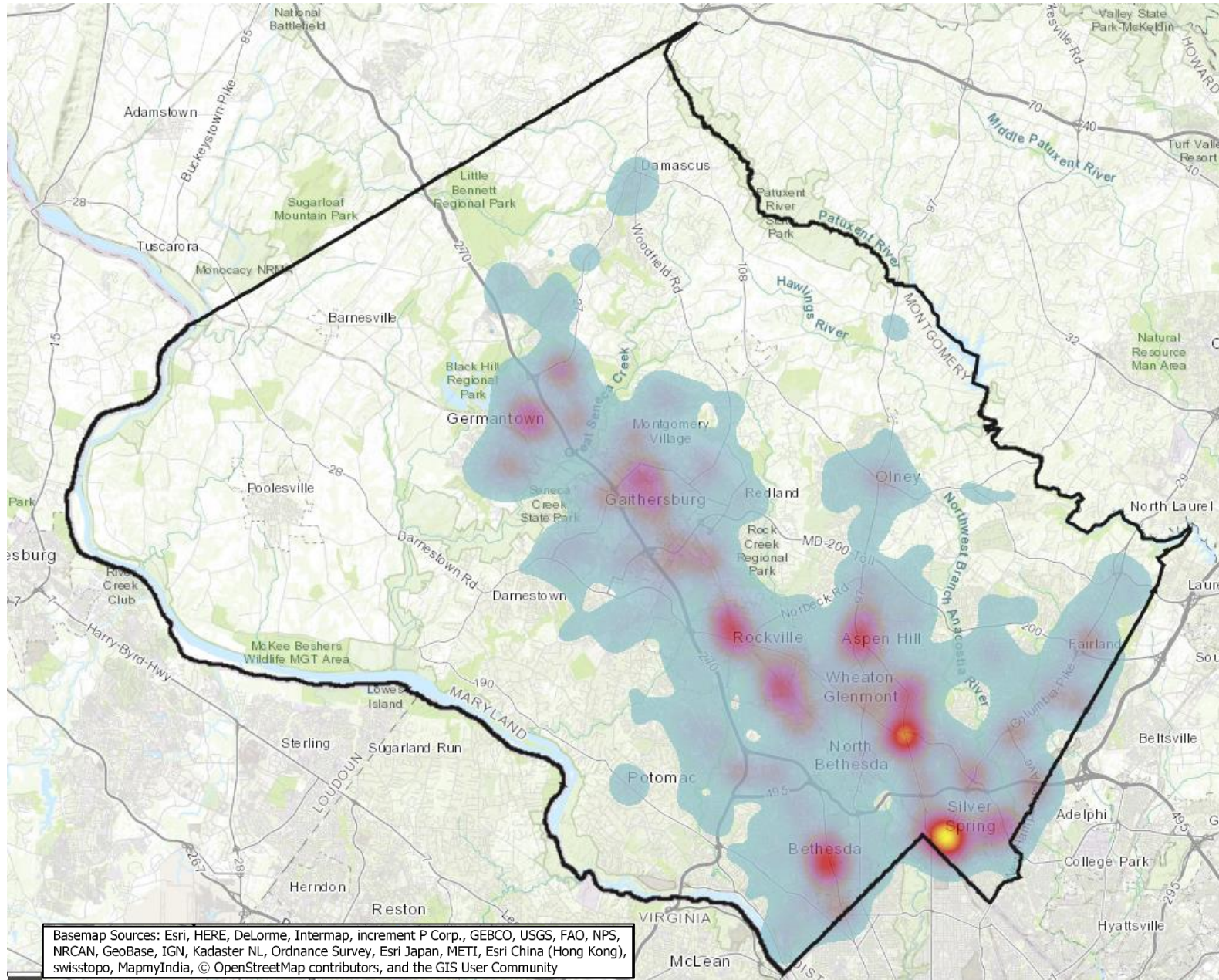
% of total

■ Germantown ■ County



84% of the severe and fatal collisions in Germantown were motor vehicle occupants compared to 74% in the rest of the county.

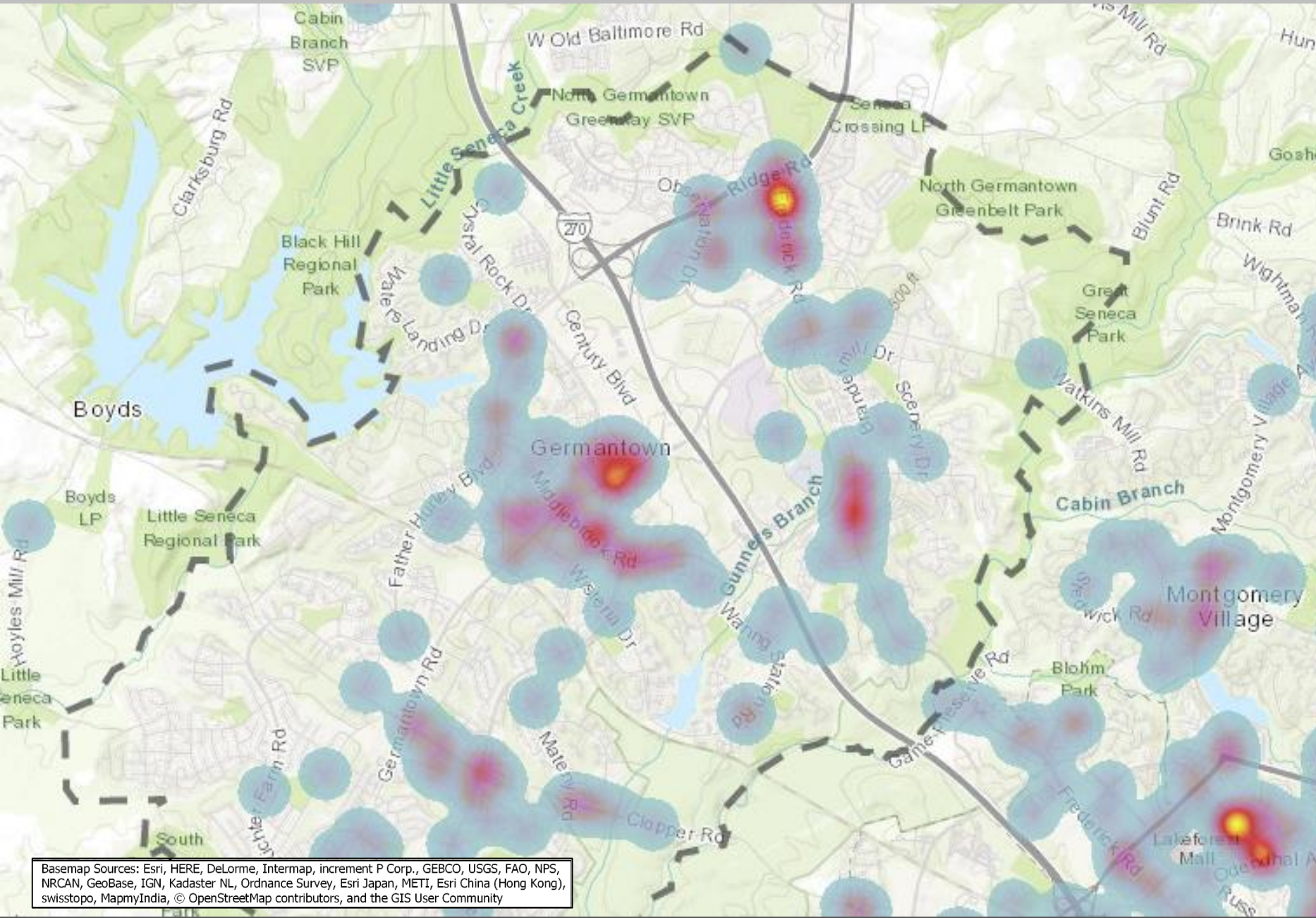
PEDESTRIAN-INVOLVED CRASH HOTSPOTS



The areas with the highest amounts of pedestrian-involved crashes in the county are Silver Spring, Bethesda, Wheaton, and Aspen Hill.

In Germantown, the hotspot for pedestrian crashes are west of I-270 near the town center.

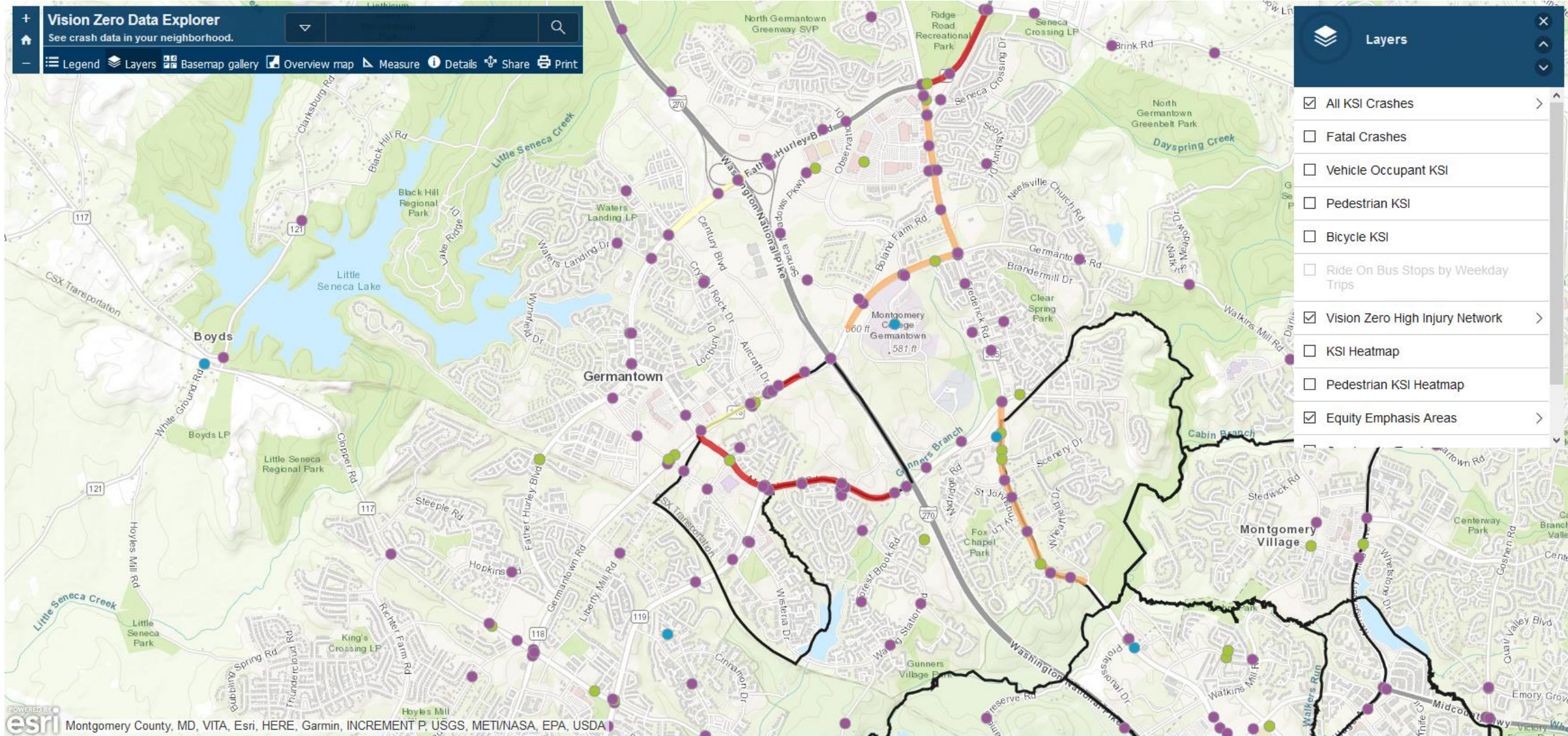
PEDESTRIAN-INVOLVED CRASH HOTSPOTS



The areas with the highest amounts of pedestrian-involved crashes in Germantown largely follow the overall High Injury Network with hotspots along Germantown Rd, Middlebrook Rd, and Frederick Rd.

The intersection of Ridge Rd and Frederick Rd shows brightest because it also includes crashes occurring in the shopping center parking lot.

EXPLORE MORE



<https://montgomerycountymd.gov/visionzero/action.html>



GERMANTOWN PED SAFETY PROJECTS



Crosswalk Markings

MCDOT installed many new and upgraded crosswalks with "continental style" markings including at:

- Middlebrook & Locbury
- Middlebrook & Celebration
- Middlebrook & Crystal Rock
- Middle Brook & Cross Ridge/White Saddle
- Middlebrook & Ridgecrest



Before



After



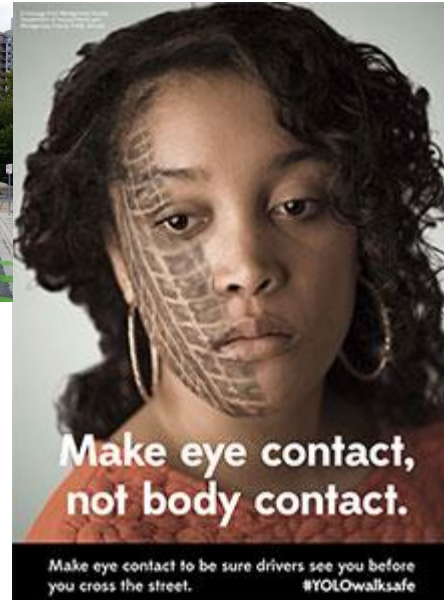
- Bus Stop Audits
- MCDOT performed a Bus Stop Audit along Middlebrook Road and MD 355 to identify safety improvements that can be made. Examples of improvements include:
- Access to bus stops
 - ADA ramps
 - Sidewalk connections
 - Relocating stops based on points of interest
 - And more



Traffic Signals

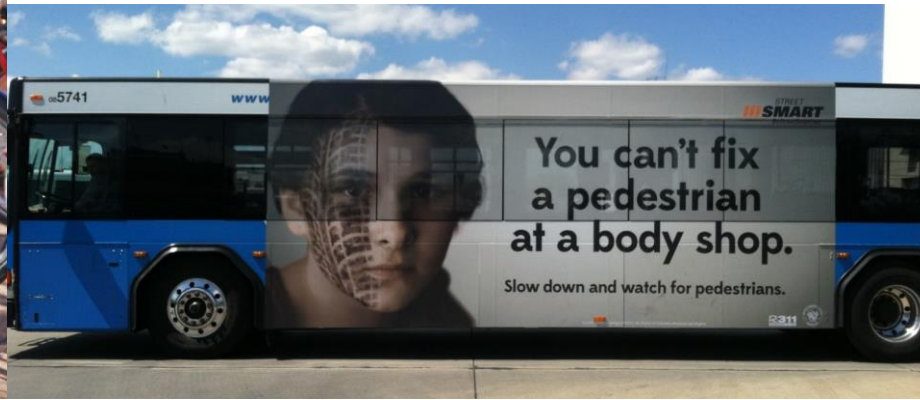
MCDOT and SHA are looking at updates to traffic signals in Germantown. These changes include:

- Lead Pedestrian Interval phasing at Middlebrook and Crystal Rock
- Split phasing at Middlebrook & Crystal Rock
- Overlap phasing at Middlebrook & MD 118 (design)
- And more



VISION ZERO

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Montgomery Planning Functional Planning & Policy

03/28/2019

Pedestrian Master Plan

Preparation and Feedback



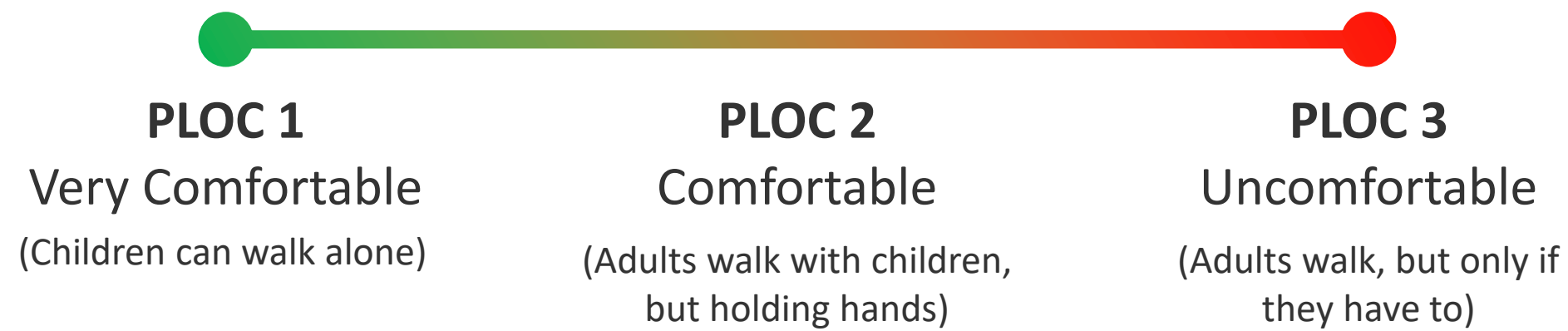
Outline

- Current Pedestrian Planning Efforts
- How we're thinking of the Pedestrian Master Plan
- Pedestrian Master Plan Discussion



Current Pedestrian Planning Efforts

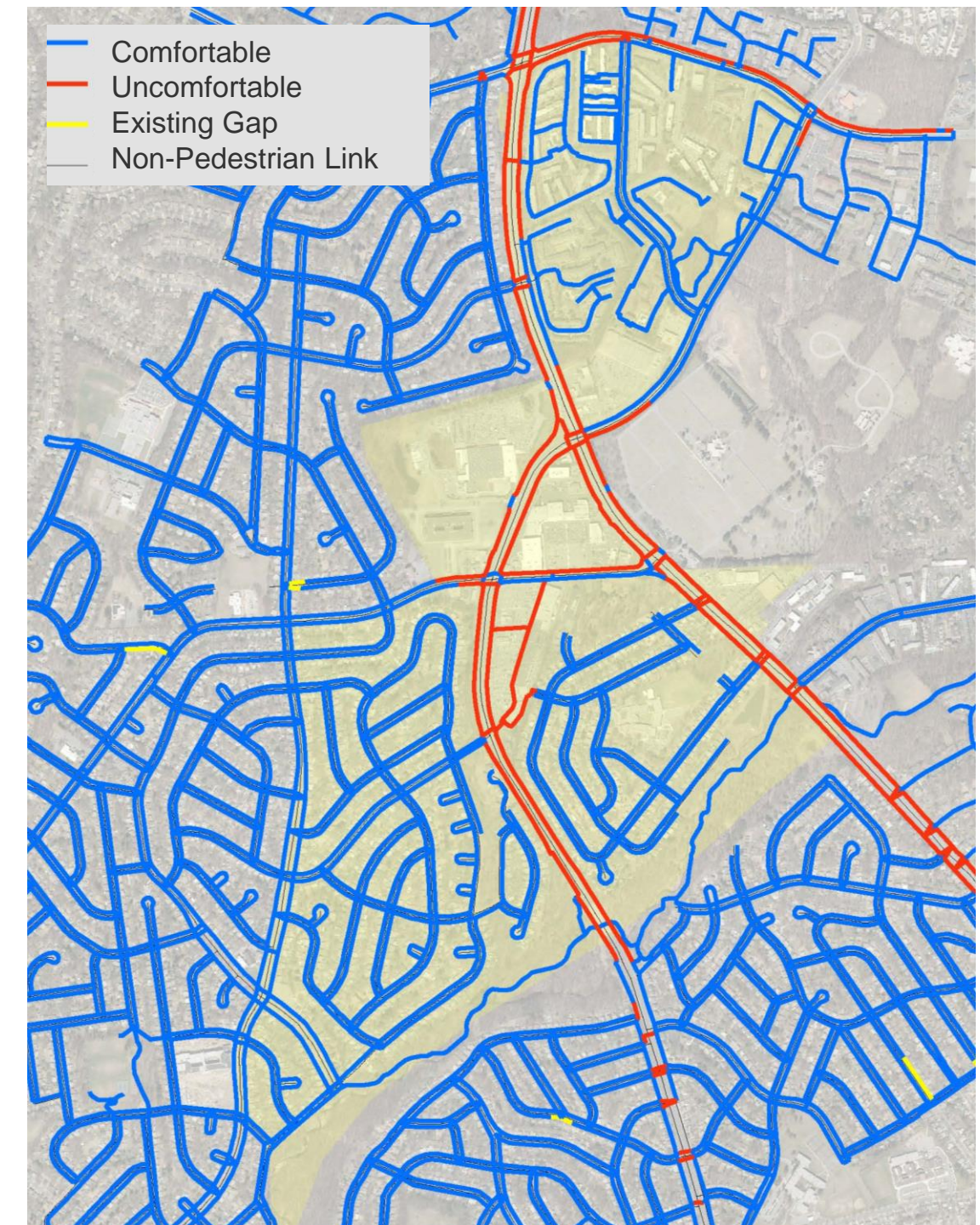
- Pedestrian Level of Comfort Analysis (PLOC)
 - Bicycle Level of Traffic Stress Equivalent
 - Uses roadway and contextual characteristics to rate pedestrian comfort on segments & intersections
 - Sidewalk Width
 - Landscape Buffer Width
 - # of Travel Lanes, etc.



Bicycle Level of Traffic Stress Map (mcatlas.org/bikestress)

Current Pedestrian Planning Efforts

- Pedestrian Connectivity Mapping/Analysis
 - Staff digitizing the pedestrian network and calculating PLOC scores
 - Starting in areas with current planning efforts then countywide analysis
 - PLOC can be used for walkshed modeling & Point of Interest connectivity analysis based on pedestrian comfort
 - School access
 - Transit access
 - In Veirs Mill Corridor Master Plan, analysis used to identify
 - existing conditions
 - infrastructure recommendations
 - project prioritization



Aspen Hill PLOC Snapshot

Bus Stop Connectivity: Existing

Connectivity = 0%



Bus Stop Connectivity: Short Term Improvements

Connectivity = 74%



Bus Stop Connectivity: Long Term Improvements

Connectivity = 100%



Areawide Pedestrian Connectivity Ratings

District	Existing	Short Term	Long Term
Twinbrook	54%	50%	66%
Robindale	61%	80%	95%
Connecticut/Randolph	49%	67%	97%
Newport Mill	49%	49%	86%
Overall	52%	59%	84%

Vision Zero Crash Analysis

- Cleaning and Analyzing County Crash Data
 - Currently conducting crash analysis using
 - roadway characteristics
 - demographics
 - land use data
 - vehicular/pedestrian/bicycle traffic volumes
 - Intend to systematically identify locations with high crash likelihood
 - Work with DOT to identify specific treatments to reduce crash likelihood and improve safety for all road users countywide



How we're thinking of the Pedestrian Master Plan

The Pedestrian Master Plan is a values-driven document that develops or amends policies and standards to improve the quality of the pedestrian experience countywide, and provides transparency and accountability in implementation.

Timeline: July 2019 – July 2021

What the Plan Will and Won't Do

Will

- Recommend changes/additions to policy and design standards
- Prioritize locations countywide for pedestrian infrastructure construction
- Recommend Programming & Operational Changes

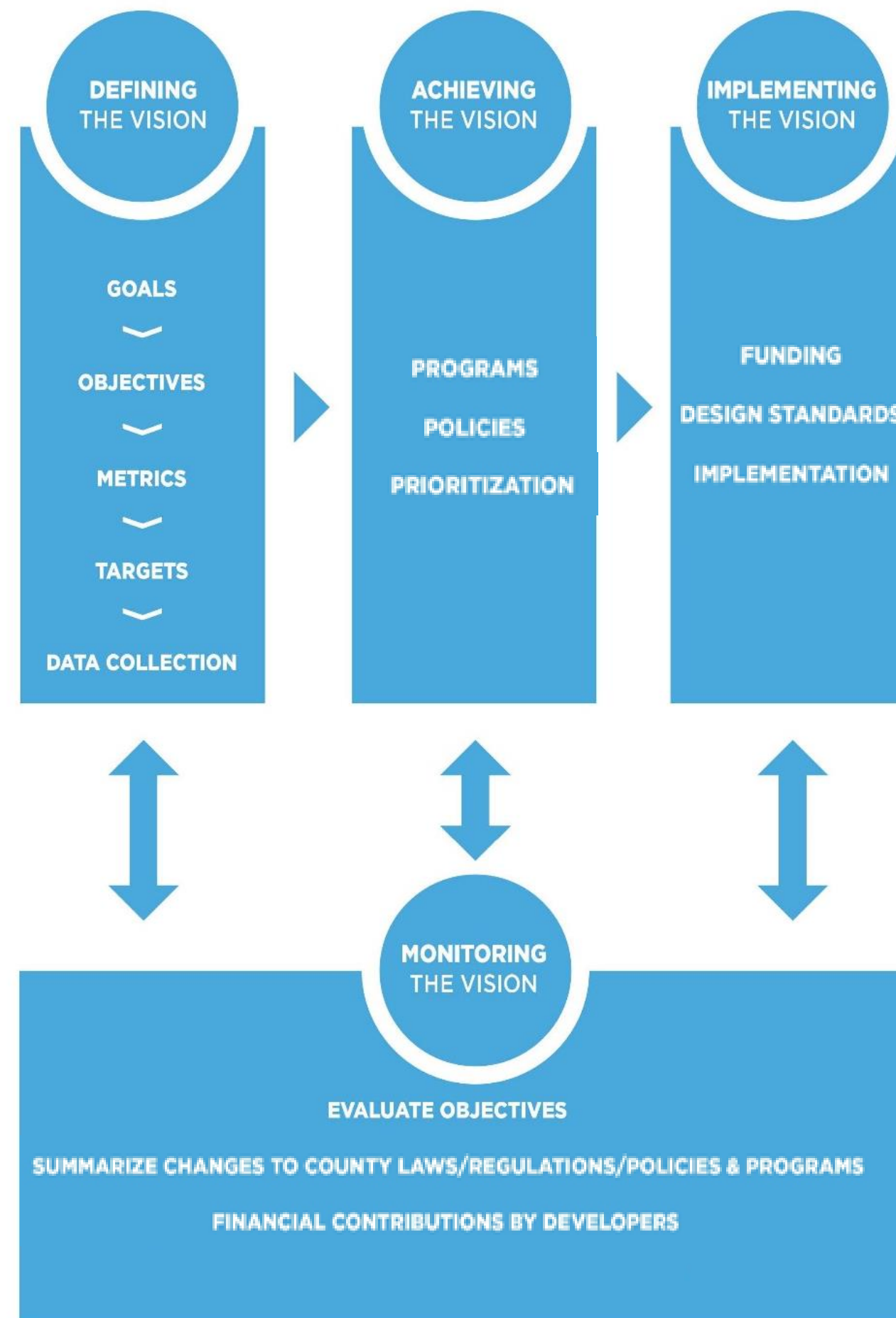
Won't

- Make new infrastructure recommendations



Plan Framework

- Similar to Bicycle Master Plan



Pedestrian Plan Consultant Support

- Scope of Work
 - PLOC vetting/methodology recommendations
 - World-Class Pedestrian Master Plan best practices
 - Influence the content of the Pedestrian Master Plan and its organization
 - What are similar communities doing nationwide and around the world?



Group Discussion

- What does a successful Pedestrian Master Plan look like?
- Are there policies/standards you think should be changed to improve the pedestrian experience?
- What is one thing holding back greater pedestrian activity in the County?