

Draft Summary of September 28, 2017 MEETING of the PEDESTRIAN, BICYCLE and
TRAFFIC SAFETY ADVISORY COMMITTEE
Silver Spring Civic Center, Ellsworth Room

Members Present: Kristy Daphnis, Chair; Stephen Aldrich, MNCPPC; Angela Ashe; Shawn Brennan, MC Aging and Disability; Marybeth Cleveland; Heidi Coleman, Bicycle Advocate; Leon Langley, MCPS Transportation; Rachel Maleh; Luisa Montero-Diaz; Anyesha Mookherjee, MSH; Leah Walton

Members Absent: Roger Berliner, Councilmember; George Branyan; Capt. Thomas Didone, MCPD; Jeremy Martin; Al Roshdieh, MCDOT; Wendy Leibowitz; Reemberto Rodriguez; Valeria Carranza

County Staff: Venu Nemani, Chief of Traffic Engineering and Operations Division, MCDOT; Dewa Salihi, MCDOT; Jeff Dunckel, MCDOT; Nadji Kirby, MCDOT; Warren Hanen (representing Councilman Roger Berliner); Lt. David McBain, MCPD (representing Capt. Thomas Didone)

Guests: Peter Gray, WABA; Marie Annette Otero, Safe Routes to School National Partnership; David Helms, Bike Maryland; Chuck Kines, MNCPPC; Byron Bloch; Drew Morrison, VHB; Deb McCormick; Steve Liebermann; Martin Posthumus; Sean Emerson, ACT; Garrett Hennigan, WABA; Pete Tomas, CSG; Sara Morningstar, MCOIR; Linda Kennan; Lorraine Driscoll, MCPIO; Tommy Heyboer, MC Council; Victor Weissberg; David Gottesman; Darrel Drobnich

PBTSAC Committee Business and Updates:

The meeting was called to order by Chair Kristy Daphnis at 7:03 pm.

Review of Summary from June 1, 2017 Meeting MOTION: The June meeting summary was approved unanimously.

Jeff Dunckel Moving to Work with Maryland DOT

Jeff announced that he would be leaving MCDOT to be the new Pedestrian and Bicycle Coordinator for the Maryland Highway Safety Office. Jeff's last day will be October 13, 2017. Nadji Kirby, SRTS Coordinator will be taking over his duties as it relates to the PBTSAC. Kristy thanked Jeff for his work as an ally and his help for pushing the pedestrian safety agenda in the County. It was also mentioned that Anyesha Mookherjee was promoted to Deputy Director of Traffic Safety for SHA.

Maryland Bicycle Safety Task Force

Last legislative session MDOT was tasked to put together a workgroup to study ways to improve safety on the roads in MD for bicycles. That group began meeting last month. Meetings are open to the public. Included in the meeting packet are the summary of the meeting by Bike Maryland. Pete reported that at the first meeting consensus was that the

most important thing is to enhance bicycle infrastructure, protected bike lanes, off road trails, etc. The group will be meeting twice more and then report due at the end of the year.

Change Meeting Dates

Changing dates of regular meeting to 4th Thursday except for the next meeting which will be November 30th due to the Thanksgiving holiday. Most meetings will be in Rockville but some meetings may be in other locations throughout the County. Kristy also brought up the idea of creating a subcommittee structure to engage PBTSAC members and members of the public. This topic to be discussed in the next meeting.

Update of Pedestrian and Bicycle Crashes

Pedestrian crashes trending up in 2017 so far as compared to seven year average. We are at 6 fatalities this year and are just entering the high season. MCPD doing education reminding people of safe behaviors while walking and driving. Continue to do enforcement as they move into the fall. Bicycle crashes are below past years. We have not had a bicycle fatality this year so far. MCPD has done education and enforcement related to bicycles. Will be doing 1300 of pedestrian safety enforcement, about 225 hours per district for the year. Motor officers and patrol units will be a part of this. These enforcement funds do not include State Highway funds and general County funds used for enforcement. Latest pedestrian fatality involving 76 year old woman, Lt. McBain reported that it is still under investigation. May be able to report on it next meeting when fault has been determined. Lt. McBain reported that it is difficult to do bicycle enforcement but they will be training officers on new techniques and integrating bike enforcement in the future. MCPD does more focus on education as it related to bikes and sharing the road.

White Flint

Pete, Coalition from Smarter Growth gave update on White Flint work. Reported that CSG and Friends of White Flint working with MCDOT, County Council had ribbon cutting initiative to bring more pedestrian infrastructure to the area on a faster timeline. The ribbon cutting also celebrated introduction of new crosswalks in key intersections. White Flint (355 and Marinelli) has the 6th highest number of pedestrian crossings in the County. Can learn more about improvements in that area by going to pikedistrictped.org or you can contact Pete at Pete@smartergrowth.net.

Vision Zero Two Year Action Plan – Revised Draft

This meeting served as essentially the last chance people can add their public comments. Wade gave brief overview of the revised document and then it was open for questions, comments, and thoughts. Heidi and Darrel, Vision Zero 2-Year Plan Sub-Committee chairs facilitated the discussion. Will have until Monday, October 9th to respond to this plan via the feedback tool.

Wade began saying that this is the third and final Vision Zero meeting with the PBTSAC. Wade reviewed major changes to the document. Major changes based on feedback include:

- General design layout; changed higher contrast of colors
- Data analysis section was shortened. Data analysis supplemental will be available on website. Link also in agenda. Many pieces of data that were in the original version are now in the supplemental. Wanted to keep higher level summary in plan to keep length of the report appropriate.
- Safe systems report is now in front of document.
- Timeline has been updated to reflect October release.
- Action item of "Revise Road Code" changed to "Revise Road Design Standards" so that DOT's designs align with the updated urban road code passed by Council

Darrel and Heidi began discussion on Vision Zero 2 year plan.

PBTSAC Member Comments:

- Why is impairment not included? Should this be mentioned as part of the Vision Zero report since we are already doing this. Wade mentioned that impairment is under reported for local data but the NHTSA is comprehensive. From our MAARS data, Montgomery County is similar to overall fatality rate when it comes to impairment. MCPD is doing high visibility enforcement as it relates to impairment. *NOTE: after this meeting Wade noted that the draft provided to the PBTSAC did mention "impaired" driving explicitly.

- Data collection related to school age children should be monitored especially knowing if collisions are happening along walking routes. Wade reported that we are already keeping track of this. Measure we have are collisions of peds and bikes. Suggestion was to include this data in plan.

- Fleet vehicle operations are important and County has big role to play in making sure county employees are driving safely. Perhaps ISO Standard 39001 should be part of 10 year VZ plan.

- NYC Model for procuring safer vehicles and standardized practices, i.e. garbage trucks, buses, police cars that have certain safety features to prevent collisions.

- Timing of concerns map? Late Fall? Wade has to figure out scope of the map, if there is a template that already exists that we can use, costs, etc. Need to make sure that the map is accessible. DC has built one of these maps so Wade will look into how they did theirs so that it is accessible to people with visual or other impairments.

- Action items are foundational but are the targets too ambitious? Wade reported that the targets are based on the 2012-2016 average, which already had severe and fatal collisions falling during that timeframe.

- On page 9 of supplement there is a figure that shows party at fault. It shows that 36% peds and 50% cars are at fault in fatal and serious injury crashes. In the discussion part

of the document, it only talks about peds and cyclists at fault but not motorists. Wade said that he will update to include the motorist at fault.

- Darrel brought up data collection and potential new ways to collect data. Make things more user friendly. An app is needed so that people can collect near misses in real time, take a picture of outages or bad sidewalks, etc. The app should be designed to then feed into our 311 system. Wade says there needs to be a capability assessment. Wade also needs to research COTS products. Darrel stressed the need to have something that has a “wow” factor for residents to use. A website may not be it. We need something to put us in the forefront of this movement.

- Crowdsourcing – is there a better or more innovative way to crowdsource? Need more “wow”. Involve NHTSA and NIH community. Perhaps engage high schools or college students through things such as data hack-a-thons.

- Does the engineering section really embrace the Vision Zero principles? Should we do a demonstration project, i.e. use Randolph and Georgia. What are we doing to separate road users or how are we really addressing speed?

- Do we have too many action items? Some of the things listed we are already doing. How can we combine many of the items into one training?

- Some action items are foundational and some are actual action items. Perhaps they should be separated like that so that we can be sure to tackle them when the 10 year plan comes up.

- Need to have community engagement and utilize technology to really instill vision zero.

Public Comments:

- Love the idea of the apps. Need to see how we might be able to reuse some that already exist.

- Montgomery County is 5-10 years behind the rest of the world when it comes to vehicle safety. One example is Radar Speed Monitoring Signs. They are as effective in enforcing safe speeds that you will find today. These are better than standard signs. Report done on effectiveness from 9 year study in Bellevue, WA. Great alternative to speed humps. Would like Montgomery County to consider use of Radar Speed Monitoring Signs. Venu commented that DOT does have two Radar Speed Monitoring Signs and will continue to use and monitor effectiveness. So far have shown some effectiveness.

- Want to make sure we continue to encourage residents use of reflective vests.

- Not shown in the plan is the amount of resources needed. What do we need to be able to implement this successfully? How do we get past the backlog of activities such as

installing protective bike lanes? How do we assess and advocate for resources? Wade reported that this plan is being made now so that we can request funds in the new fiscal year budget planning. OMB working with current analysts to assess against current resources. This will continue to happen throughout the budget process. Cluster meetings and other ways of adding input will be held between now and March. Wade also mentioned that concerned members can show their support of Vision Zero by participating in the County Executive's budget forums this January.

- Concern with lack of SMART goals and metrics for Vision Zero action items. Need to clarify the 10 year plan process; needs to be faster.

- Needs to be a bigger emphasis on equity. Focus on low-income and under represented populations.

- Vision Zero team – PBTSAC is the vessel to make sure the Vision Zero plan is staying on track. PBTSAC tracking spreadsheet will be public. Want to make sure public voices are heard. Kristy wants to make sure the PBTSAC is looped in on the VZ process in some sort of formal way. Kristy and Wade will discuss later.

- Will try to align VZ budget items as best as possible but some items may stay within departmental budgets.

- VZ Grant Program was put into budget cycle. Is this similar? Right now VZ is an NDA (Non-Departmental Account) and Wade has to get it approved first. Will have full Vision Zero budget which will come into FY19.

Review of Maryland Policies on HAWK Signal

- Activated signal on Viers Mill and Turkey Branch in July. There used to be a flashing yellow signal there so decided to go to full signal that will flash green, yellow, red. Still working on straightening the crosswalk and a few other items, i.e. taking out the guardrail. Anyesha will update at next meeting.

- Maryland will incorporate federal HAWK into MUTCD.

- In final stages of first HAWK signal near BCC high school. It was a perfect location due to number of pedestrians, it's a one-way roadway and it's between two signals. Signal to be activated in October. This signal will go straight to red and won't weeble wobble. Weeble wobble is more for progression and at locations that roadways are two directions. Since this doesn't have it, going to straight red is more appropriate.

- Venu mentioned developing list of potential locations where it might be appropriate to put in a HAWK signal. In the next few months, Venu anticipates developing this list so we can start designing and deploying our own HAWK signals. Kristy would like Venu to provide an update on that at the next meeting. Venu mentioned letting Dewa Salihi know if anyone has suggestions on possible locations.

- Anyesha reported that the State has a priority list for HAWK signals. Haven't started the process yet. They are aware of potential locations in Montgomery and Prince George's County. Maryland will look at guidelines that other States are using to consider prioritization of HAWK placement.

- Regina Drive signal is approved. State is trying to figure out budget. Waiting to see how much gets allocated for signals. There is a huge priority list.

New Business/Comments/Topics for November Meeting

StreetSmart Kick-Off

Jeff spoke about Street Smart kick-off. Tired faces has run for four years so now the creative is changing. New campaign which focuses on fragility of people and broken glass. Lots of messaging will target drivers in the first round. There will be four rounds. Event Kick-Off will be November 3rd in the City of Fairfax. Police will be doing enhanced enforcement throughout the entire month of November. Dovetailing education efforts with street teams. Will be new series of bus ads with outdoor advertising.

FY19 Budget Issues/Requests

Budget cycle is ramping up. At the next meeting, PBTSAC should discuss things that they want to advocate for. Members should send suggestions to Kristy.

Legislative Initiatives for 2018

Legislative Initiatives can be discussed in next meeting. Legislative session begins January 10. Suggestion to speak to specific legislators about bills to advocate for. Drew mentioned the Secretary Road Show with State Legislators in November where delegates gather to discuss topics that have been brought to them by their constituents. The following week the delegation will host priority meetings. This may be an opportunity for PTSAC members to attend to emphasize certain things that are important. Last year the County brought bills related to lowering speed limits. The bill being only a County wide bill is what may have been a factor in it not getting as far in the process. PBTSAC should revisit and make concerns more of a State issue. Related to speed, Leah mentioned that the NTSB just released their speed study which provides recommendations to all 50 states. There were two other bills that didn't move forward. First one was to clarify right of way when entering a crosswalk and the second was related to contributory negligence. Contributory negligence means that if someone gets hurts in an accident and they are found to be partially at fault then they have no right to claim damages. MD is one of four states left in the country that have this law. DC just changed their law last year. Kristy asked for volunteers to help staff the roadshow and/or priority meetings.

Silver Spring Circle – Event October 14

Garrett from WABA shared the new first protected/separated bike lanes in Silver Spring. This is the beginning of a fully protected network around Silver Spring. Celebrating this new project by having a ribbon cutting on October 14th at 10am. The ribbon cutting will be followed by a bike ride using the lanes. The meeting spot for the bike ride will be Woodside Park. There will be lots of fun things to do at the event.

Purple Line Groundbreaking/Georgetown Branch Trail Closure

Purple Line Groundbreaking has been initiated and because of that the Georgetown Branch Trail has been closed. Will have as agenda item for next meeting. WABA has developed new routes due to trail closure and will share with PBTSAC. Need to have multiple routes that are suitable for different types of users.