

**DRAFT SUMMARY OF November 6, 2014 MEETING of the
PEDESTRIAN, BICYCLE, and TRAFFIC SAFETY ADVISORY COMMITTEE
Executive Office Building, 9th Floor Conference Room
7:00 pm to 9:30 pm**

Members Present: Darrel Droblich, Chair; Colleen Mitchell, Vice Chair; David Anspacher, MNCPPC; Ramin Assa; Kristy Daphnis; Captain Thomas Didone, MCPD; Angel Garcia-Ablanque, MCPS; Steve Friedman; Alan Migdall; Drew Morrison (for Roger Berliner), County Council; Al Roshdieh, MCDOT; David Sharp; Jack Strausman

Members Absent: Arthur Holmes Jr., MCDOT; Anyesha Mookherjee, MSHA; Erwin Mack; Jeremy Martin, MML; Reemberto Rodriguez, SSRSC

County Staff: Darcy Buckley, MCCEX; Jeff Dunckel, MCDOT (Pedestrian Safety Coordinator); Bruce Johnston; MCDOT; Nadji Kirby, MCDOT; Maureen D. Mahoney, MCDOT; Dee Metz, MCCEX; Anne Root, MCDOT; Emil J. Wolanin, MCDOT; Michael Subin, MCCEX

Guests: Patrick Benko, APHA; Peggy Dennis, WMCCAB Liaison; Tommy Heyboer, Councilmember Hans Riemer's Office

1.) PBTSAC Committee Business: Darrel Droblich, Chair

Chair Droblich called the meeting to order at 7:12 PM, calling for introductions.

MOTION: The September Meeting Summary was unanimously approved.

Update on Interviews of Candidates for New Members: Dunckel reported that the County Executive's Office had received ten (10) applications for new members. The PBTSAC Selection Committee (Jeff Dunckel, Kristy Daphnis, Darrel Droblich and Steve Friedman) interviewed eight (8) applicants whom represented a good geographical cross section of the County and have a lot of pedestrian safety experience. The Selection Committee will be making its recommendation to the County Executive who will then forward his recommendation to the County Council, with the expectation that the new members can be approved prior to the January PBTSAC meeting.

Chair Droblich introduced the Motion Honoring the Service of Erwin Mack that was approved by the PBTSAC by email responses. The motion was verbally approved unanimously by all members attending this meeting.

MOTION: The Pedestrian, Bicycle, and Traffic Safety Advisory Committee Honoring Mr. Erwin Mack for his Service to Montgomery County – Voted, that a letter of commendation and appreciation be presented to Mr. Erwin Mack for his outstanding contribution to the citizens of Montgomery County through his leadership on the Pedestrian, Bicycle, and Traffic Safety Advisory Committee. The letter should appropriately convey the Committee's deep appreciation for Mr. Mack's good humor and collegiality in conducting all Committee business and recognize his continued community activism that helps make our County a safer place to live, work, play, and raise a family.

Mr. Michael Subin read a County Executive Proclamation that honors Erwin Mack:

I, Isiah Leggett, hereby congratulate ERWIN MACK for his service to Montgomery County and its residents and declare him to be Honorary Chairman Emeritus of the PBTSAC.

Follow-up on Committee Motions – Chair Droblich has implemented a new PBTSAC Motions Tracking Spreadsheet procedure for the Committee and others to use to track responses to actions taken by the Committee. For specifics, please refer to the November 6, 2014, Motion Tracking Spreadsheet.

The PBTSAC reviewed many of the items in the Motions Tracking Spreadsheet. Below are the responses from the implementing agencies:

Regarding MOTION, dated September 2013—MCPD Bike Patrol Activities: Reported at 11/6/14 PBTSAC Meeting: Didone has spoken to the Commanders of the three District Stations in the CBDs; Bethesda reports that their Bike Patrols ride about half the time on the sidewalks and half the time on the roadways. They accept that they have to set the example of adhering to the rules of the road when biking. Stings are being proposed for next year's budget – these will have to be coordinated with an associated education campaign. Silver Spring (District 3) and Wheaton (District 4) report that they are riding primarily on sidewalks.

Regarding MOTION, dated September 2013—Improve Bicycle Infrastructure: Reported at 11/6/14 PBTSAC Meeting: Emil Wolanin reported that this is now an ongoing activity within the Department. The most recent Woodglen Cycle Track is an example of such infrastructure activity. MCDOT is now reviewing all resurfacing projects to look for opportunities to put in bike facilities. This fiscal year, there have been five (5) roadway projects where this occurred. MCDOT is also looking at the roadways in the vicinity of Bike Share Stations; markings and signage are being added to roadways in these areas. The mid-county area is almost complete; MCDOT will be moving to Silver Spring next, then Bethesda. Improvements to bicycle infrastructure are well underway, and there is funding to continue to improve bicycle infrastructure. MCDOT is continuing to look for opportunities to improve bicycle infrastructure as projects come up.

Concern was expressed about the State failing to adhere to their policy of installing bike lanes wherever possible when they resurface roadways. Questions were asked about the State policy language. David Anspacher offered to provide the Committee with the State policy language.

Regarding MOTION, dated September 2013—Crosswalk Striping and Crossing Treatment Policy: Reported at 11/6/14 PBTSAC Meeting: Emil Wolanin informed the PBTSAC that the MCDOT policy is now to always use the ladder style (high visibility) crosswalks at all locations – signalized intersections, unsignalized intersections, mid-block crossings, etc. MCDOT's ability to remark crosswalks is dependent on the budgets; we were cut the last few years but are now restored back to the prior level. The goal is to restripe every three (3) years on average, depending on circumstances and need at each crosswalk location. MCDOT has a program to change all the signals in the County to a 3.5 ft. per second walking speed. When new crossings are installed, MCDOT has a policy to install pedestrian refuge islands and curb extensions wherever possible. MCDOT installs traffic controls in accordance with the Manual of Uniform Traffic Control Devices (MUTCD); it is not possible to put signals at every crossing. MCDOT agrees that if a signal cannot be installed under the MUTCD, uncontrolled crosswalks should not be installed along multi-lane, high-speed roadways.

Regarding MOTION, dated May 201—PEPCO to allow public access to bicycles and pedestrians to use whatever portions of PEPCO utility real estate that might be made safely available for such use: Reported at 11/6/14 PBTSAC Meeting: Jeff Duncel and Steve Friedman reported that a meeting was held in October with the County Attorney and advocates of the shared-use path on Pepco property; Steve Friedman participated in this meeting. The County Attorney is now considering the requests from this group.

Update on Capital Bikeshare in Montgomery County: Reported at 11/6/14 PBTSAC Meeting: Anne Root reported the County launched Capital Bikeshare in September 2013. It is now one (1) year old and doing really well: fifty (50) stations are now in with one more coming in this month, memberships and ridership have gone up to a total of 1,400 members with 35,000 trips taken. The stations nearest Metro stations are the most popular. Root described and showed maps and pictures of the different stations in Friendship Heights, Bethesda, Silver Spring and Rockville. Montgomery County is 14% of the regional Capital Bikeshare operation, the District is 60%, and Arlington is 22%. Revenue recovery was

projected to be 40%, but is at 49% due to greater than anticipated revenue from membership and user fees. Usage is higher in the summer months, lowest in January and daily use corresponds to the commuting peaks. In the first year of operation, there have been no reported crashes of Bikeshare bikes in Montgomery County.

A local corporation donated the land to build a future station. MCDOT currently has funding for one (1) new station in Silver Spring this month. There are funds to purchase two (2) more stations and currently, that is all for now. Several years ago, the County's State Delegation got the program funding for five (5) new stations in the down county area that should be installed by April, 2016. At the time the grant was applied for, MCDOT set out a second phase of 30 more stations, which would continue the march up towards the Beltway, but there is no funding. MCDOT will keep looking for grants. MCDOT expects ridership to double over the next two years. There is some promotional money, and MCDOT has issued an RFP for selling advertising on Bikeshare Stations.

Ramin Assa requested information about how carbon offsets were calculated.

ACTION: Anne Root stated she would provide Assa with information and assumptions that went into the calculations of carbon offsets and any other details he would like on the program.

Review of County Council Legislation: Bill 21-14, Street and Road – Sidewalk Snow Removal Plan – Tommy Heyboer, on behalf of Councilmember Riemer, thanked the PBTSAC for providing the letter supporting the bill then provided an update since the bill passed the Council in October, 8 to 1. Bill 21-14 calls for the County to develop a plan to begin removing snow from sidewalks. Specifically, the reporting system, similar to MCDOT's Streetlight Reporting Map, is to be developed. The map would only allow the submission of an offense if it is a Montgomery County maintained sidewalk.

Councilmember Riemer's office anticipates a few actions to occur this year. The CE will start developing the plan. MCDOT will start taking inventory of sidewalks to make a digital map defining who is responsible for each section of sidewalk to streamline the enforcement process. The homeowner's names will not be listed within the site; addresses will be reported to the current enforcement agency which is DHCA, who has the list of homeowners. There will be a renewed effort to clear sidewalks within our central business districts. The Bill does not specify how much snow must be cleared; it simply states sidewalks need to be passable within 24 hours. While there is money set aside by the Council for the Crescent trail, any and all funds for other County owned trails must be appropriated by the Council. In regard to the 5000 bus stops and shelters within the County, MCDOT currently clears some bus shelters; however, this will be part of the plans being developed. They will be prioritized by density and demographics (i.e., the elderly, those with disabilities, etc.) to help determine the priority of clearing. If a bus stop is adjacent to or abutting a sidewalk owned by a resident or business, it is their responsibility to clear that bus stop. Last year, there were less than 30 fines issued for 300 to 400 complaints. This year, the map on the website show will who is responsible for which sidewalk and tie that information to enforcement by DHCA, enabling more rigorous enforcement.

Some members raised questions about how "passable" will be defined for those in wheelchairs and walkers, and whether the County was overstepping its authority by forcing people to clear County Right of Way (ROW), which is public space.

Discussion of Bill 33-13, Streets and Road – Urban Road Standards and Pedestrian Safety Improvements: Drew Morrison (for Roger Berliner) addressed the Committee on Bill 33-13. This bill would legislate engineering standards in the Road Code for urban roadways. This bill will reduce lane widths of 12 ft., reducing inside lanes to 10 ft., curbed lanes to 11 ft. and parking lanes to 8'. The Council convened a work group that included executive branch agencies to review language in the bill. The working group - Permitting Services, Fire and Rescue, the Planning Board, Tool Design (a local traffic

engineering firm) and MCDOT - has met several times. Concerns were raised by Bruce Johnston about the inflexible language within the bill regarding curb radius and extensions. Angel Garcia-Ablanque raised concerns regarding the ability to accommodate large vehicles such as commuter and school buses. MCDOT feels more flexibility is needed; and that these issues should be determined on a case-by-case basis by professional engineers who design the roads. Emil Wolanin suggested using guidelines from the Institute of Transportation Engineers and documents such as Boston's Complete Streets Guidance (bostoncompletestreets.org). The County Council has included provisions for waivers in the bill to address these specific concerns. Additional proposals will be discussed in the future as language is changed by this work group.

This bill will impact curb radius, crossing distances, pedestrian safety and speeds. This bill was approved unanimously by the Transportation and Environment Committee and will now go to the full Council. Currently, the bill includes a 15-foot curb radius, pedestrian refuges of 6 ft., target speeds on urban roads of 25 mph and require the roadway be designed specifically to the speed limit set. Roadways currently in place will not be affected by this bill, only new roads being built in the future.

Morrison stated that MCDOT has been advocating language requiring more sidewalk construction: When parcels in an older urban area is under reconstruction, sidewalks may be required to be added and newly developed areas will be built with sidewalks. Waivers will trigger a complete streets guideline process. Morrison stated that we are looking for the complete street design guideline to give the engineers the context specificity to make the right decisions when designing these new urban areas.

MOTION: Angel Garcia-Ablanque made a motion that the PBTSAC does not endorse the Bill 33-13 as it is presented today. The motion was seconded and was passed with six (6) ayes, three (3) nays, and two (2) abstentions. (Note: Thirteen (13) voting members were in attendance)

Update of the Cycletrack at White Flint: Bruce Johnston reported they are currently preparing design documents for roadway relocation in the interior of the Conference Center parking lot in the area of Woodglen/White Flint and will be sending those out to bid on this spring. MCDOT is supporting a change to the east-west portion of Georgetown Road to reduce the number of lanes to be considered as bike lanes and shared use paths, currently working with SHA. Marinelli Road has been repaved and remarked with bike lanes. MCDOT is fitting in bike lanes as they can; however, it is not going to be a complete network until all projects are done. On Nebel Street, we are working with Traffic Engineering to look at a potential cycletrack for that area. A Cycletrack is currently being installed along Woodglen; this prototype has been established as an 8 ft. cycletrack with a 3 ft. buffer to a 7 ft. parking lane. Snow removal will be a challenge for the Cycletrack. MCDOT is reconfiguring the area near Old Georgetown to include shared use path for bicyclists and pedestrians. Looking to put in three (3) or four (4) other cycletracks in various areas, it falls under an umbrella budget.

Statement from Steve Friedman:

The County is to be commended. The cycletrack is a great improvement; the only addition to consider is there are no sign or markings coming north of the trolley trail to get into the cycle track by riding to the left side of the roadway. Signage may be necessary. When doing enforcement, citations will be written to bicyclists riding outside the cycletrack.

Update on White Flint Development: Along the segment of Old Georgetown Road in front of the Pike and Rose development, MCDOT had originally worked with SHA to develop a total of six (6) lanes that precluded the proposed bike lanes and the shared use path. MCDOT is now working with the State to take out a turn lane in both directions and put in a bicycle lane on both sides of the roadway and a shared use lane along the north side. It was suggested that instead bike lanes on both sides of the road and shared use path as is in the master plan, why not construct a cycletrack along Old Georgetown Road. Since this does not comply with the master plan, Johnston was not sure how to move forward with this idea since the master plan is already approved by MNCPPC. Anspacher suggested that with public airing of the

issue, the master plan could be changed to accommodate a cycletrack. MCDOT is working with the State to make that change and hope that this idea will prevail.

Dee Metz, the County Executive's White Flint Coordinator, expressed surprise at the proposed cycletrack – not that it isn't a good idea, but that it is different than what she has been discussing with the State. Chair Droblich suggested that perhaps the idea could be discussed further at the January PBTSAC meeting

Update on MCDOT Budget Programs and Priorities: Al Roshdieh reported MCDOT has been given its budget mark by the Office of Management and Budget (OMB), which is no increase from FY15. Roshdieh asked the Committee to give us their priorities of needs to concentrate the resources that MCDOT will have. If the Committee provides its guidance, MCDOT will share this with the County Executive.

Chair Droblich reiterated the Committee's stated priorities: creation of a Pedestrian Master Plan, updating the Bikeways Master Plan, and County-wide education programs for pedestrian and bicycle safety. These three needs have been stated for the last two years and will continue to be a focus of the Committee's work going forward as they are a reflection of the goals or spirit of the original Blue Ribbon Panel report.

Update on Pedestrian and Bicycle Collisions and Fatalities: Captain Didone reported since the last meeting there was one fatality involving an 80-year-old man crossing a busy intersection. He was believed to be pushing a shopping cart, using it as a walker when he was struck by a vehicle. Didone reported that the County is progressing with the State's Automated Collision Reporting System (ACRS), and the State has invited Montgomery County to be a pilot for building the computer "data-back" module to allow MCPD to access the accident reports now being filed with the State under ACRS. Didone hopes to have a good report by the January meeting that we will get our accident data. School bus camera enforcement from January 2014 to October 2014 issued 871 citations for violation with twenty-five (25) cameras. MCPD is working with Mr. Garcia-Ablanque to do an analysis identifying which areas are the highest priorities for the additional cameras to be installed. Garcia-Ablanque and Didone are both asking for ten (10) addition cameras and a full time position to manage the program – hoping one will get the request approved. The County pays \$830 per camera per month; that comes out to about \$250,000 per year. The Department is introducing a three-part education campaign: two (2) one-minute PSA, County Cable produced an 11-minute education video, as well as an appearance on Good Morning America and advertising in print and outdoor media. The average price of a citation is \$125. If the fine is raised to \$250, more tickets will be challenged in court. When that happens, the courts keep the money. So raising the fine level may reduce the net revenue to the County. Right now, the County recoups about \$45,000 to offset the \$250,000 cost of the program. Only four (4) tickets have been thrown out in court.

Angel Garcia-Ablanque reported school bus automated enforcement has been working, but people are still passing the school buses.

Budget for pedestrian safety enforcement: There is currently no money budgeted for enforcement. MCPD is asking for money and a position for FY16, but OMB is not supporting the request.

Update on Annual Report: Kristy Daphnis is circulating a draft report either Monday or Tuesday and asked that any suggestions be sent to her directly.

New Business/Comments/Topics for January's Meeting:

Chair Droblich reviewed the original legislation for the Committee and found that the annual report that was originally mandated to be given to the County Executive was to include an evaluation of the progress of priorities and needs set forth in the original Blue Ribbon Plan report created in 2002. Droblich stated that he wants to get the Committee back on track in this regard and focus on the Blue Ribbon Panel report

created in 2002 and the 2007 strategic plan (Pedestrian Safety Initiative) as the legislation authorizing the Committee mandates this. With new members coming on board, Droblich wants to use these reports as a bench mark and spend the January meeting reviewing specific goals in these reports to determine what progress has been made and to identify continuing gaps and shortfalls to help guide the Committee's work going forward.

The meeting was adjourned at 9:47 p.m.