

**Draft Summary of February 2, 2017 MEETING of the PEDESTRIAN, BICYCLE and TRAFFIC SAFETY
ADVISORY COMMITTEE
Executive Office Building, 9th Floor Conference Room**

Members Present: Kristy Daphnis, Chair; Darrel Droblich; Jeremy Martin, Rockville/Municipal League; David Murnan (representing Anyesha Mookherjee, MSH; Capt. Thomas Didone, MCPD; Heidi Coleman, Bicycle Advocate; Chris Conklin (representing Al Roshdieh, MCDOT); Aaron Kraut (representing Councilman Roger Berliner); Richard Bingham (representing Reemberto Rodriguez, SSRSC); Marybeth Cleveland; Valeria Carranza; Steve Aldrich (MNCPPC)

Members Absent: Ramin Assa; Roger Berliner, Councilmember; George Branyan; Al Roshdieh, MCDOT; Wendy Leibowitz; Leah Walton; Reemberto Rodriguez; Anyesha Mookherjee;

County Staff: Venu Nemani, Chief of Traffic Engineering and Operations Division, MCDOT; Dewa Salihi, MCDOT; Michael Subin, CEXO; Jeff Dunckel, MCDOT; Nadji Kirby, MCDOT

Guests: John Wetmore, Perils for Pedestrians; Peggy Dennis; Greg Billing, WABA; Marie Annette Otero, Safe Routes to School National Partnership; Richard Havlik; Rachel Maleh; Stephen Lee

PBTSAC Committee Business:

The meeting was called to order by outgoing Chair Darrel Droblich at 7:06 pm, with introductions of members and those visiting.

Review of Summary from December 1, 2017 Meeting

MOTION: The December meeting summary was approved unanimously.

Search Committee for New Nominations

Twelve applications have been received. Interviews were conducted December 8 and 12 with nine very well qualified candidates. All the nomination committee rankings have now been received; approval of the new candidates is expected by the next meeting in April. The nomination committee was comprised of Jeff Dunckel, George Branyan, Marybeth Cleveland and Venu Nemani.

Status of Annual Report

Darrel Droblich is working on the draft report. He expects to email it to the committee for approval via email votes or to hold it for discussion at the April meeting.

Appointment of New Committee Chair

Chris Conklin announced that Kristy Daphnis had been appointed by the County Executive as the new Chair of the PBTSAC. He thanked Darrel Droblich for his years of service and encouraged him to stay involved in pedestrian and bicycle safety. A loud round of applause welcomed Kristy Daphnis – Darrel presented Kristy with a new Rosewood gavel. Kristy stated she wants to be sure members are engaged in the topics discussed, that communities are brought into the meetings and discussions, and that the committee continues to work positively with the agencies.

MOTION: Moved that the committee recognize Darrel Droblich, outgoing Chair of the PBTSAC, for his tireless work advocating on behalf of pedestrian and bicycle safety, having done so with tenacity and good cheer. He has effectively led the committee in advising the County Executive and County Council in achieving success on the ways of improving safety-related engineering, enforcement and education

efforts. Further, he has worked to advance important efforts in the development and implementation of a Montgomery County Bikeways Master Plan, initiation of a Vision Zero Plan, and countless other projects. The motion was seconded and passed unanimously.

Update on Shared Use Hiker-Biker Path on Pepco ROW:

Mousa Hejazi, Project Manager for Pepco Holdings, returned to provide an update to the committee on progress being made on designing and planning the pilot shared-use trail project between Montgomery Mall and the Germantown Soccerplex. It is a 14-mile combined natural and paved trail. Multiple committees with Pepco have been established to implement this project. Design guidelines and standards are being developed for this trail. These are being reviewed. The trail must be ADA compliant (5% slope) whenever possible, which is a challenge with some of the steep slopes on the utility ROW. The trail has been determined at this point to be a shared use facility that will include motorized vehicles, requiring the road to be designed for speeds up to 18 MPH. The concept design has been completed; complete concept design should be finalized by the end of March (2017), with the final project design completed by June (2017). For the paved section, an agreement is being worked out with Montgomery County for construction and maintenance. Mousa estimates the cost of the trail to be approximately \$20 million. This figure excludes ADA compliance, road crossings, and retaining walls. Any costs incurred by Pepco to construct the trail are subject to approved "rate recovery" from the public service commission. Construction in phases is anticipated. Some of the trail alignment may depart from the Pepco ROW. This pilot trail project is being used to set the standards for all future Pepco shared use trails on utility ROW. Chris Conklin pointed out that there are many institutional issues that need to be worked out to make this and other similar projects happen. Mousa offered to come back to the committee and provide an update later in the year.

Update on Community Meeting on Bethesda Downtown Sector Plan - Pedestrian and Bicycle Infrastructure:

Councilmember Hans Riemer held a meeting in Bethesda to discuss revisions to the downtown sector plan and the plans for pedestrian and bicycle infrastructure. Councilmember Riemer's Aid, Tommy Heyboer, provided the committee with a summary of the meeting. The sector plan is now before the County Council. The meeting dealt solely with pedestrian and bicycle safety improvements being recommended in the plan. The meeting was very well attended. Improvements being recommended include the Capital Crescent Trail, separated bike lanes on Woodmont and Arlington, Bradley and sections of Bethesda Avenue. Some of the major concerns expressed were about pedestrian safety and about the crossings of Wisconsin Avenue. There is currently no funding proposed in the CE's CIP Budget for the bike path under Wisconsin Avenue at the future Purple Line Station. The Council wants to provide funding for this.

The concept of "Shared Use Streets" has been recommended by the Planning Board (like Ellsworth in Silver Spring.) This was discussed at the meeting with concerns expressed. Concerns were also expressed over excessive speeds on roads in Bethesda. Riemer plans to propose improved East-West connections, including a bike facility on Edgemoor. A road diet is being proposed for Arlington. Funding of these facilities will be needed. Now is the time to let Council know of any thoughts on the sector plan revisions. Follow the Council Web Site for dates of hearings.

Matt Folden (MNCCP) provided historic perspective and an overview of the plan's transportation recommendations for a more multi-modal approach. Though not expressed at the meeting, parking has

been identified as a significant issue to be addressed. This effort will provide direction to future sector plans for other areas; Montgomery Hill is next to be revised. Construction impacts of the Purple Line to the Capital Crescent Trail need to be planned for. MCDOT and MTA are responsible for mitigating interruptions to the trails and east west connectivity. There is currently no plan or funding for a tunnel to be completed under Wisconsin. Recommendations are being made to return the one-way streets to two-way. Both of these issues will be resolved separately from the revised sector plan.

Update on Vision Zero:

Michael Subin began by discussing recent applications for abandonments of hiker-biker ROW easements controlled by the County. In recent discussions with CAO Tim Firestine, the County Executive, and County Council President Roger Berliner, they decided that any future requests would be denied and not considered. A provision will be added to the code to prevent the abandonment of active hiker-biker trail ROWs.

Cpt. Tom Didone circulated to the committee his compilation of all County traffic fatalities from 2015 and 2016, including memorial descriptions of the people who were killed in traffic crashes. This is now an ongoing effort with MCPD, to bring awareness to the fact that every death is a person to be remembered. Cpt. Didone would like to put these on the County's web sites. Cpt. Didone expressed frustration with his recent testimony in Annapolis to try to secure support for Ryan's Law, a "must-appear" requirement for court cases involving traffic fatalities. His hope is to help legislators to care more about the consequences of these tragedies and pass laws that reflect that. This is what Vision Zero is about.

Michael Subin presented the draft schedule for the Vision Zero plan. There is now a rough draft that the Steering Committee will be reviewing on February 7. The week of the 13th, the document will be distributed to the working group participants and the PBTSAC. The first-round review with the working groups will occur on February 27. A revised action plan will then be distributed on Monday, March 6. That will go back out to the working groups and the PBTSAC. There will be a second-round review of the revised action plan on March 13, with a revised plan available on March 20. Mr. Subin stated the PBTSAC would then need to set a date for a public meeting after March 20.

Darrel Droblich clarified that the PBTSAC would need to convene a meeting to review the draft document with the Working Groups participating in the meeting – week of February 27 possibly. Kristy Daphnis asked that a PBTSAC work group/ focus group be formed to work on the Vision Zero Plan. She asked that Darrel Droblich and Heidi Coleman Co-Chair the group. . .PBTSAC Vision Zero Subcommittee. Such a group could work closely on the development of the plan with all the other groups that are involved. Kristy Daphnis thinks this effort needs more attention than just the normal meetings every other month. Capt. Didone made the following motion, which was seconded by Mike Subin and unanimously approved by the Committee:

MOTION: Moved that the PBTSAC form a Vision Zero Subcommittee to be co-chaired by Darrel Droblich and Heidi Coleman and consist of other Committee members and outside community members as chosen to oversee the further development of the two-year plan, to conduct community outreach in the development of a 10-year plan, and serve as liaisons to the current Vision Zero Steering Committee and County.

Mike Subin clarified that the special meeting of the PBTSAC should be a public meeting that allows for the public to comment on the Vision Zero Action Plan – perhaps in the second week of April. Once the PBTSAC approves of the plan, it would go to Council President Berliner. When he approves it, it would go before the entire Council for approval which may be mid-June.

There should be a special meeting of the PBTSAC held in late February or early March that includes

the PBTSAC and all working group members, as well as other members of the public that are interested. That is likely to involve 50 or more people. Darrel and the Steering Committee have told the contractor that the draft report will not be made available to the public ahead of time, but hard copies will be provided to anyone that attends. That meeting will need to be scheduled in a larger meeting room, like the EOB Lobby Level Conference Room. Jeff Dunckel will work with Rebecca (Mike's Aide) to schedule the room; Lorraine Driscoll (PIO) will handle public notification.

(The recording stopped at this point – notes used for remaining summary)

The committee decided to target February 27 as the date to hold the meeting in the EOB Lobby Auditorium. Kristy asked that the committee members be given two weeks to review the first draft before the meeting. The action plan will involve a short-term two-year plan, and a longer 10-year plan. The DC Plan was cited as an example of a Vision Zero Plan that could be used to develop ours. Subin stated that lessons learned in other jurisdictions would be incorporated into our plan.

State Traffic Safety Legislation:

Cpt. Tom Didone explained that a large number of bills pertaining to traffic safety and bicycle and pedestrian safety have been introduced into the Maryland State Legislature this year: some on the House side and some on the Senate side. Much discussion ensued on the various bills and their numbers. The committee considered MC22-17 and MC23-17 and voted to send letters of support on these bills lowering speed limits, now introduced as HB 332 and HB 333. SB 337 provides for the driver to yield to bicycles in a crosswalk. SB 338 making the use of Hybrid Pedestrian Beacons legal. The committee agreed to support these bills with letters of support, to be drafted by Darrel Droblich for Kristy Daphnis' signature.

Program Updates:

MCPD Enforcement

Cpt. Tom Didone reviewed the latest pedestrian and bicycle crash data. School bus enforcement continues to expand with 103 cameras now on buses. These cameras are resulting in 52 citations being issued a day. Didone feels increasing the fee of the violation to \$500 may decrease violations. There is not support for this in the political bodies.

Review of State Road Projects

Dave Murnan (MDSHA) provided an overview of the agenda items. SHA District 3 is asking the planning office to conduct a Pedestrian Road Safety Audit of Connecticut Avenue. Signage is being upgraded at the Matthew Henson Trail Crossing of Veirs Mill Road and a traffic signal is being evaluated for this location. At Grubb Road and East West Highway, left-turn phasing is being put in, exclusive right turn arrows and Lead Pedestrian Intervals are being incorporated into a signal reconstruct, expected to begin this Spring.

The meeting was adjourned at 9:36 pm.