

**May 01, 2014 MEETING of the  
PEDESTRIAN, BICYCLE, and TRAFFIC SAFETY ADVISORY COMMITTEE  
Executive Office Building, 9<sup>th</sup> Floor Conference Room  
7:00 pm to 9:30 pm**

**Members Present:** Erwin Mack, Chair; Colleen Mitchell, Vice Chair; David Anspacher, MNCPPC; Ramin Assa; Kristy Daphnis; Darrel Droblich; Josh Faust, (for Councilmember Berliner); Steve Friedman; Arthur Holmes Jr., MCDOT; Alan Migdall; Reemberto Rodriguez, SSRSC; David Sharp

**Members Absent:** Roger Berliner, County Council; Cpt. Tom Didone, MCPD; Angel Garcia-Ablanque, MCPS; Anyesha Mookherjee, MSHA; Jack Strausman

**County Staff:** Joana Conklin, MCDOT; Jeff Dunckel, MCDOT (Pedestrian Safety Coordinator); Kim Funderburk, MCDOT; Tom Pogue, MCDOT; Pat Shepherd, MCDOT

**Guests:** Patrick Benko, American Public Health Association; Karen Cordry, resident; Peggy Dennis, WMCCAB; Mike Madden, MTA; John Wetmore, Perils for Pedestrians;

Chair Mack called the meeting to order at 7:02 PM.

**1.) PBTSAC Committee Business:**

**Erwin Mack, Chair**

**Welcome and Introduction** – Erwin Mack introduced Pat Shepherd, MCDOT

**Review of Meeting Summary from March** – The March Meeting Summary was unanimously approved.

**Update on Pedestrian and Bicycle Collisions and Fatalities** – Jeff Dunckel reviewed this topic for Captain Didone, who was unable to attend do to a scheduling conflict. Finalized pedestrian crash data shows a total of 483 collisions in 2013, an increase of 60 over final 2012 numbers; out of the total number of collisions (483) 85 were ranked levels 4 or 5; a detailed analysis is underway to determine the areas in which collisions increased and the determining factors; serious collisions are up by only 3; there have only been 3 pedestrian fatalities so far this year.

**County Stat Review of Pedestrian Safety Initiative** – Jeff Dunckel and the Pedestrian Safety team will prepare the County Stat review that will be conducted on June 25<sup>th</sup>. In preparation for the review, evaluations are underway to determine whether a reduction in collisions have occurred in the following pedestrian safety strategies: high incidence areas; traffic calming on neighborhoods roadways; the Safe Routes to Schools program; and the Heads Up in Parking Lots education campaign. Data is also being compiled for overall pedestrian safety in the County.

**Chairman Selection for Future Chairman** – Chair Mack led this topic. Darrel Droblich has been selected as the new PTBSAC Chair. The July meeting will be Erwin Mack's last meeting as Chair, and will also serve as a transitional meeting to ensure a seamless transition.

**Update on Posting Announcement for New Members** – Jeff covered this topic. Erwin Mack’s term ends this year; second terms for Jack Strausman and Alan Migdall end this year. A notice will be posted at the Office of Boards, Commissions, and Committees announcing the three vacancies; Jeff requested the notice to remain in place for a one-month period. Recent applicants from previous vacancies may be contacted with the option to reapply.

**Recognition Awards and Letter of Appreciation** – Chair Mack represented the Committee at Tom Pogue’s retirement luncheon on April 29<sup>th</sup>. Mack presented Tom Pogue with a letter of appreciation on behalf of the Committee. Tom Pogue commented that it has been a pleasure to serve the committee and that PBTSAC is one of the most active committee’s he’s had the pleasure to serve on. He also commended Jeff Dunckel and the rest of the team for their hard work in support of PBTSAC.

**Follow-up on Committee Motions** – Chair Mack asked Jeff Dunckel to compile a list of the motions and actions that the PBTSAC has submitted to County Executive and the County Council; Jeff provided three years of motions and action items taken by the PBTSAC. Darrel Droblich and Chair Mack will review the list to select items to follow up on; Mack will follow up with a letter to Council/CE requesting information regarding what, if any action was taken.

Josh Faust made the following suggestions/comments regarding the Motions and Actions taken by the Committee: address a letter to Roger Berliner; request a T&E meeting on PBTSAC recommendations; Council may be able to address the matter now that in the post- budget – hearing time period, spaces are opening up for new topics.

**2.) Discussion of Purple Line Issues** – Mike Madden and Matt Stork made a presentation to the PBTSAC. They then led a discussion of concerns expressed by the PBTSAC from previous meetings. Design for the Purple Line Station along University Boulevard (where it intersects with New Hampshire Avenue) displayed a mid-street platform fourteen inches above grade; a slight ramp on each end; a railed pedestrian pathway at ramp terminus extending to the traffic signal/crosswalk.

Bicycle racks will be located off-platform where adequate space exists – MTA will not acquire additional right-of-way for bicycle racks; the racks will be uncovered, each rack houses up to six bicycles; the number of racks will be determined at a later date. Bicycles will be allowed on Purple Line trains, making the demand for bicycle racks lower than that of WMATA, which does not allow bicycles on trains during peak hours.

Median fencing will be removed during construction on University Boulevard along the stretch between Rite Aid and the Transit Center; pedestrians will be managed within the work zone. After construction, fencing will be replaced along the south side of the platform; new fencing will be installed on either side of the light rail and there is a new signalized crosswalk adjacent to the Rite Aid in preparation.

University Boulevard will receive a ‘road diet’ reducing the road from 6 lanes to 4 lanes (two in each direction) with the Purple Line running down the center of the street. Slip ramps in the SE and NE quadrants will be eliminated to reduce pedestrian exposure to traffic; SW and NE slip ramps will be retained to accommodate traffic signal equipment and vehicles with larger turning radii.

Purple Line trains and facilities will be ADA compliant; MTA will look into the use of flangeway filler to ensure the smooth crossing (of embedded rail) by wheelchairs and strollers.

**Update on Planning Board's Mandatory Referral** – David Anspacher covered this topic. In March, the Planning Board reviewed a number of capital projects and made recommendations regarding the Purple Line, which can be found at: [www.montgomeryplanning.org/purpleline](http://www.montgomeryplanning.org/purpleline). The Bethesda elevator project, Capitol Crescent Trail, Silver Spring Green Trail and the Purple Line were reviewed. Recommendations made to MCDOT included the necessity for improved pedestrian access to Lyttonsville Station, and a more pedestrian-friendly environment on 16th Street in Silver Spring between the CBD and Woodside Station.

**3.) Bicycle Access and Safety (BAS) Subcommittee Report** – Steve Friedman led discussion of this topic. The BAS Subcommittee recommends the following motion, which was unanimously approved.

**Motion: Voted that the PBTSAC recommend to the Montgomery County Executive and the Montgomery County Council, that each find an appropriate body to consider the possibility of asking 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.**

The Subcommittee also recommended asking residents to contact the Public Service Commission about how PEPCO can further serve its customers by allowing trail use on PEPCO property, the incentive being the approval of PEPCOs proposed rate increase. The BAS Subcommittee completed its formal objective on this topic and considers the topic officially closed out.

Steve Friedman moved the following motion to formerly thank Peggy Dennis and John Wetmore on their contributions. The motion was unanimously approved.

**Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee recognize the ongoing contributions of Peggy Dennis and John Wetmore to the mission of the PBTSAC through consistent attendance at meetings, submission of ideas and information, and engagement with PBTSAC leadership and membership which enhances the effectiveness of public interactions with the committee in particular with the increased interest and use of bicycles for regular transportation and for recreational uses in Montgomery County.**

**Report on Bicycle Summit Meeting** – Darrel Droblich covered this topic. The First Great Montgomery County Bike Summit (organized by Councilmember Hans Riemer, WABA, MoBike) was held April 5<sup>th</sup> and saw a large turnout. The Bikeways Master Plan was mentioned by a few of the speakers regarding the need for an update (last updated in 2005). Darrel attended the Bike Summit as the PTBSAC representative. David Anspacher noted a large turnout, especially of women, more than this type of event has attracted in the past. Steve Friedman hopes the Summit becomes an annual event and would like more advance notice in the future; expressed disappointment that the Committee was not formally asked to participate; would like to see Peggy Dennis acknowledged for hosting the area's first bike summit three years ago. According to Josh Faust, organizers plan to make the Bike Summit an annual event and would like PBTSAC involvement moving forward.

**Bikeways Master Plan: Is Revision Needed?** – David Anspacher led this discussion. The Bikeways Master Plan was last adopted in 2005 and is in need of revision; the Planning Board staff will make recommended changes; those recommendations go before the Council for approval; the process can be very lengthy and depends on the scope of the project; a comprehensive update could take 2-3 years; Council sets the Planning Board work program. The best plan provides a vision, gives an idea to the public and to property owners what to expect; sets up right-of-way; may set aside space as properties develop for future transportation facilities.

In response to Kristy Daphnis' question about how the Bikeways Master Plan fits in with a broader pedestrian plan master plan and if they would be totally separate, Anspacher responded that it is a matter of resources; the Planning Board can pair them together but that would take more time.

The following motion to update the functional Bikeways Master Plan was made and approved. Josh Faust and David Anspacher abstained from voting on this motion.

**Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee recommend to the County Council that it begin consideration of a formal review process of the Countywide Bikeways Functional Master Plan, which has not been updated since 2005. The plan should be updated in order to account for county growth, new engineering best practices and to promote interconnectivity of bicycle trails and bicycle roadway accommodations.**

**Bicycle Education Campaign: Is More Needed?** – Bicycle education is part of the Bikeshare program; helmets (at cost) and training are provided; this topic will be covered at the next meeting.

**4.) Pedestrian Master Plan for Montgomery County** – Colleen Mitchell led this discussion. The District of Columbia's Pedestrian Master Plan is online. According to David Anspacher, the Planning Board staff supports the concept of a Pedestrian Master Plan; working the Pedestrian Master Plan into the Board's schedule is determined by Council. Director Holmes suggested prioritizing what the Committee sends to Council to ensure that highest priority items are submitted; Josh Faust made a few suggestions on how to present the Pedestrian Master Plan at Council (should Council grant the Committee's T&E hearing request). If the County Executive has weighed in on the plan and it has associated budget numbers, it can be said that the Pedestrian Master Plan is endorsed by the County Executive and that Planning Board staff have been working with their own OMB contacts on the Plan. Colleen Mitchell announced that George Branyan, the District of Columbia's Pedestrian Safety Program Manager, has indicated he would be willing to make a presentation on DDOT's plan to the PBTSAC at the July meeting.

**5.) Developing a Strategic Action Plan for the Committee** – Darrel Droblich led this topic. Darrel agreed with Director Holmes' comment about prioritizing motions submitted to Council and wants to develop an action plan or a five-year strategic plan that would help guide the Committee in setting goals, priorities and milestones rather than just addressing immediate concerns.

**CERB Report** – Darrel Droblich presented the following motion, which was unanimously approved. Jeff Dunckel will resend the CERB Report to the Committee.

**Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee commend the Committee Evaluation and Review Board (CERB) for its findings as presented in its 2013 report, *Review and Evaluation of Montgomery County's Board Committee, and Commissions*, and recommend that the County Executive and County Council adopt all of the CERB's recommendations, especially those related to streamlining the nomination process.**

**6.) New business/Comments/Topics for May Meeting**

- Bike to School Day: May 7<sup>th</sup> – Event at Takoma Park Elementary School; teamed up with Safe Routes to School and Safe Kids Standards for the event
- Bike to Work Day, May 16<sup>th</sup> – The event is growing; pit stops and sponsors are available; go early, register, free t-shirt and other items; good advocacy forum and networking event
- Spring Pedestrian Safety Education Outreach Plan – Outreach efforts are being planned in Bethesda and Silver Spring HIAs.

Next Meeting Date: The next meeting will be held on July 10<sup>th</sup> .

Potential Topics:

- Approved FY2015 Budget for Pedestrian and Bicycle Safety
- Review of High School Education Program
- Review of Conclusion HIA Novella Campaign – First and Second Waves
- Presentation on CountyStat Review
- Report on Bikeshare
- Pedestrian Access to Transit Centers