PBTSAC Meeting Minutes
1.24.19

Attendees:

Kristy Daphnis (KD)  Tommy Heyboer (TH)  Andrew Tsai (AT)
Heidi Coleman (HC)  Derek Gunn (DG)  Stephanie Webber (SW)
Al Roshdieh (AR)  Leah Walton (LW)  Jeremy Martin (JM)
Steve Aldrich (SA)  Rachel Maleh (RM)  Craig Wilson (CW)
Tomas Bridle (TB)  Wayne Miller (WM)  John Wetmore (JW)
George Branyan (GB)  Luisa Montero (LM)  Joe Pospisil (JP)
Wade Holland (WH)  Mary Beth Cleveland (MBC)  Boris Calderon (BC)
Dave Helms (DH)  Katie Harris (KH)  Alison Gillespie (AG)

Minutes: KD called meeting to order at 7:00 pm and did introductions.
KD: Next meeting is in March, looking to be Upcounty and have Councilmember attendance
KD: Alison Gillespie & Cenil are here on PTA matters
AG: So much energy and momentum among PTAs, similar themes emerging; opportunity to solve wide issues; we are excited
KD: Al Roshdieh has mentioned in a meeting with me and Alison that spot improvements are important, but we want the program to work too
SA: Re: the Aspen Hill Vision Zero Study, it is not the same as a Master Plan. A Master Plan is rigorous with community involvement, the Planning Board, Council review, etc. Master Plans get adopted as official County documents. Studies are simply recommendations, not the same level.
TB: The Vision Zero Aspen Hill study seems like a good method
WH: The Vision Zero Equity Task Force is starting up, looking for opportunities to engage communities where there are higher numbers of severe and fatal crashes
KD: Email out the information
WH: The RFP draft for the Vision Zero Coordinator is getting ironed out on the 2nd Floor
DH: Go to Marc Elrich’s budget forums and bring up Vision Zero
DH: The Veirs Mill Master Plan hearing is 1.29.19
KD: If anyone would like to testify on behalf of the PBTSAC let me know
WH: Budget cycle hearing are coming up for the operating budget
TH: BiPPA funding is to go down $5M
SA: I am presenting to the County Planning Board 2.7.19
TB: Vision Zero analysis should be done for all CIP projects, that would help sharpen the focus
AR: The Planning Board reacts to the CIP budget; we can give simple change to projects affecting Vision Zero for you to push
SA: Umbrella projects in DOT can be hard to break out
TB: It might be hard to do but it will help the Council make Vision Zero decisions
AR: The County Executive submits the budget, MNCPPC makes a reaction after it is submitted
KD: When do we testify?
AR: Public Hearing
KD: There are 2 topics at hand, 1st is the CIP process, the 2nd is when do we put the Vision Zero lens on projects
WH: Road safety audits will be included in engineering plans going forward. A road safety audit is a process of analyzing information about the project considering safety features
LW: How was Wade Holland’s flyer published
WH: We just started, trying to spread word to community groups
RM: How does the safety plan affect rail?
KD: Broader question and we need to move on
KD: SRTS Program -> we asked for an engineering presentation
JP & BC: The program started in 2005 with a review system; we rated schools on a scale up to 100. We moved around the County to different schools. Based on County/State crash report around Schools. We prepared studies that looked at infrastructure improvements, field investigations, etc. The 2nd round was influenced by the 1st round. We grouped schools and prioritized Elementary Schools and Middle Schools based on stats shown in the boundaries. Walking areas are set by MCPS based on school age (elementary child generally should not be passing State roads, etc). We prioritized younger grades for more vulnerable users; HS crosses State Roads; usually the boundaries overlap with HS areas.
KD: HS more important to target because teen drivers and walking on more dangerous roads and more walkers
AR: We work with MCPS within the perimeters of the school, however we have no jurisdiction to tell them what to do with their buses, etc. We advise them if we see something dangerous that is outside our jurisdiction. We studied each of the High Schools and work with SHA
JP & BC: Short, intermediate, and long-term recommendations come out of the studies. Short term improvements MCDOT Traffic has direct control (crosswalk marking, traffic signs); intermediate term improvements MCDOT Traffic coordinates with sister divisions; long term improvements require coordination with outside agencies (MCPS, MCNPPC, SHA, etc.)
AR: We have a public hearing for sidewalks, hearing officer recommends (usually) approval and we proceed, but the Department does not just plow through always against the community
SA: Dale Drive is perfect example of this.
AG: No one in the community knows how to request a SW
AR: You can do it online
AG: Too hard
AG: Process is too confusing to request SW
KD: We get that SRTS is not the Sidewalk program
KD: Was the same checklist used for Round 1 and Round 2?
JP & BC: Methodology for 2nd round -> SW infrastructure
SA: How did the 1st round help prioritize the 2nd round?
JP & BC: Prioritized schools that had not received attention lately; needed improvements at Seneca Valley High School; spot improvements based on concerns coming from schools, police, residents, etc. We coordinate with the Pedestrian Road Safety Audits. We are working with the Institute for Public Health Innovation and we are prioritizing schools with our partnership with them. There are multiple different CIPs funding the program. The Office of Legislative Oversight reviewed the program in 2016. We will send out the presentation.

JP & BC: Before and after photos; proactive approach to student safety. We coordinate with MCPS on driveways, etc.

DH: Crossing guards are an MCPD thing

JP & BC: Police determine where they are, we provide feedback, earlier today we worked with MCPD and MCPS on crossing guards. When MCPD removed crossing guards at Grubb & MD 410 we made improvements behind them and coordinated with SHA

RM: Any private school overlap?

JP & BC: Not so much overlap but we look at private schools as well, primarily by request from school or a parent. We make improvements as we can. State has changed school zone boundary criteria and so we have gone back to look at areas. Contact us if a street ought to be designated a school zone.

AG: Do you change signals based on after school events?

JP & BC: Based on normal school hours.

AG: For new schools what is the process?

JP & BC: When possible we try to get in during the planning phase.

KD: Unfortunately, Leon Langley could not be here tonight from MCPS.

TB: Dealing with problems at the planning stage is exactly why Vision Zero needs to have a lens early on.

KD: Send me follow up questions by end of next Wed.

WM: Bus Stop Audit Program started ~11 years ago. We have incorporated Vision Zero into the bus stop review. Over 4,500 bus stops; have upgraded over 2,500 bus stops. CIP sunsets FY19 but we have Level of Effort money to keep on after that working with other DOT programs.

WM: Before and after photos. At the very least we are looking at ADA improvements, doing bus pads, knee-walls, etc. We work with SHA, some of these roads have a shoulder that is considered a sidewalk. Lots of factors, trip generators, etc. We do not want the bus stops too far apart, priority to create as much access for everyone to have, looking to eliminate as many midblock stops as we can.

WM: Identified High Incidence Roadways and these are our priorities looking forward to make the stops safer for pedestrians; 10 on County and 10 on SHA roadways, selected for high incidence and tend to have higher ridership. We attach a numerical value to rate crossings. Nearside stops are better than farside stops. We get feedback and requests and investigate every one, most times we can make a change. Focus is on High Injury Network, but we also get 311 requests, etc.

LM: Plan to remove all midblocks?

WM: Goal, but we must look at a case by case basis.

AR: Midblocks pose issues, we have reached out to State re: HAWK signals; the midblock crosswalk can put pedestrians in harms way. When it comes to safety, nothing is more important.

KD: Eliminating any bus stops?

WM: Sometimes yes, we prefer ~800’ spread; we do not like eliminating stops if we do not have to
MBC: Any way to tell vision impaired people that they are at a bus stop
WM: Meeting soon to investigate that
AR: We are working on these things
WM: We have investigated geotagging, our locations are tagged

KH: Capital Trails Coalition – gathered lots of partners to set up regional plans and improvements. Define a trail network. Focus on multi-use/paved trails that also serve a commuting function. Capital Crescent Trail, etc. We want many trails and we want them connected. We met with MNCPPC, VA Counties, DC, etc. Our website is capitaltrailcoalition.org. Our goal is to elevate trail projects that local jurisdictions have approved. Planners have already identified their needs, we want to show how much public support there is for these projects. Prioritized projects within the overall network by working with local jurisdictions and our own priorities. 11 in both categories. Upcounty is not as represented because our requirements are for a trail connection and not a lot there. Separated off road trails.

AT: Lots of parks in the County. 156 hard surface trail crossings. We coordinate with MCDOT and SHA. We developed a priority list including factors for users, speed, crash history, etc. Matthew Henson Trail at Veirs Mill Road showed up as high priority, for example. We are constantly looking at this and include public input, issues arising as we go along, etc. Currently we have a Vision Zero PDF for funding. Standalone CIPs but also looking at 6 Rock Creek Trail crossing and 12 natural surface trail crossings. We are looking to improve sight distance, make it safe, ADA compliant, detectable warning surface, perpendicular to roadway, etc. Spot speed studies and sight distance are used to see if we would consider a median refuge (or other additional improvements). Construction costs range from ~$10k to ~$50k depending on the crossing. We have a Vision Zero PDF at MNCPPC, so far we have utilized it for trail crossing.

KD: Want a 101 from Glenn Orlin re: PDFs

GB: Advanced stop lines are very important, especially for multiple threat crosswalks
AT: Did this for Forest Glen

AT: Stop bars are not a universal option

KD: We will send out an email vote to approve past meeting minutes. Nadji Kirby has moved on, John Hoobler is new County liaison. Next meeting we are looking to host Upcounty, let us know if you have ideas. Thanks to everyone here as a guest, appreciate the council representatives.

JW: Interviewed Casey Anderson & PEPCO President, latter maybe interested in more trails


SW: Vision Zero Ambassador Program on the website, Don’t Drive Distracted contest going on, deadline in March, 2019.

KD: Meeting adjourned at 9:09pm.
Vision Zero Progress Report

PASSENGER FACILITIES

January 23, 2019
Passenger Facilities Bus Stop Improvement Program

• **Action:** Develop a program to review transit stop locations and conditions to ensure safety and accessibility. Priority will be given first to HIN locations, but all stops will be reviewed every 5 years.

• **Metric:** Percentage of transit stops with safe crossings, number of severe and fatal collisions related to going to or leaving a transit stop.
Current Bus Stop Improvements

• CIP to make stops ADA compliant
  – to date, 4,527 stops compliant
  – 2,642 stops upgraded over 11 years
  – Dedicated project manager
  – Project sunsets at the end of FY19 - (90 additional stops to be completed by May ‘19)

• Level of effort to continue - $400k/yr

• Upgrades will continue leveraging resources across DOT
Sidewalk, ramp & landing pad.

Landing pad and knee wall (double as a bench and barrier for wheelchairs).

Extensive sidewalk, ramp and knee wall.
Larger paved median & ramp.

Sidewalk, ramp, landing pad & knee wall.
## High Incidence Roadways

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<thead>
<tr>
<th>County</th>
<th>Roadway</th>
<th>Total Collisions</th>
<th>Collisions per Mile per Year</th>
<th>Collisions per 100M VMT**</th>
<th>Stops</th>
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<tbody>
<tr>
<td>1</td>
<td>Crabbs Branch Way&lt;br&gt;From Reland Rd to Indianola Dr</td>
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<td>3.8</td>
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<td>2</td>
<td>Middlebrook Rd*&lt;br&gt;From Germantown Rd to I-270</td>
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<td>3</td>
<td>Shady Grove Rd&lt;br&gt;From Frederick Rd to I-270</td>
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<td>2.7</td>
<td>18.3</td>
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<td>4</td>
<td>Sam Eig Hwy&lt;br&gt;From Fields Rd to Diamondback Dr</td>
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<td>42.8</td>
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<td>5</td>
<td>Randolph Rd*&lt;br&gt;From Veirs Mill Rd to Rock Creek Park</td>
<td>9</td>
<td>2.6</td>
<td>30.7</td>
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<tr>
<td>6</td>
<td>Snouffer School Rd&lt;br&gt;From Woodfield Rd to Flower Hill Way</td>
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<td>2.0</td>
<td>25.4</td>
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<tr>
<td>7</td>
<td>Shady Grove Rd&lt;br&gt;From Metro Access Rd to Midcounty Hwy</td>
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<td>2.3</td>
<td>12.9</td>
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<tr>
<td>8</td>
<td>Bel Pre Rd*&lt;br&gt;From Layhill Rd to Georgia Ave</td>
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<td>1.0</td>
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<td>1.5</td>
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<th>State</th>
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<th>Collisions per 100M VMT**</th>
<th>Stops</th>
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<tbody>
<tr>
<td>1</td>
<td>University Blvd W*&lt;br&gt;From Georgia Ave to Colesville Rd</td>
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<td>Veirs Mill Rd&lt;br&gt;From Connecticut Ave to Newport Mill Rd</td>
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<td>3.3</td>
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* Roadway overlaps with High Incidence Area for Pedestrian Safety Initiative

\*\* VMT = Vehicle Miles Traveled
Review Approach

• Review of 20 priority high incidence corridors
  – 10 county & 10 state roads
• Evaluate stop attributes
• Assign rating on 0 – 1 scale

Assessment Criteria | Scale 0 - 1
--- | ---
Nearyside | 0
Farside | 1
Midblock | 1
Sidewalk - Yes | 0
Crosswalk - Yes | 0
Lighting - Yes | 0
Vehicle conflict - Yes | 1
Photograph location | 
Subjective observations | 

Legend

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<th>Crash Rate</th>
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<td>Medium – High</td>
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<td>High</td>
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Priority Corridors
1-10 | County Maintained
1-10 | State Maintained
Vision Zero: Park Trails

ANDREW TSAI
MONTGOMERY COUNTY PARKS
Vision Zero: Park Trails

- 35,000+ acres Parkland, 200 miles of trails
- 156 Hard surface trail crossings
- 40 +/- natural surface trail crossings
- Cross DOT, SHA, and Park owned roads
- Prioritization Study (ongoing)
  - Factors:
    - Speed limit
    - Number of lanes
    - Mid-block or controlled
    - Presence of crosswalk
    - Presence of median
    - Estimated trail users
    - History of conflicts
## Vision Zero: Park Trails

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<th>no. lanes x2</th>
<th>Median</th>
<th>Mid-block</th>
<th>Signal</th>
<th>Usage x4</th>
<th>SpeedX4</th>
<th>Total UsageX4 + SpeedX4</th>
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<td>Long Branch Trail at Piney Branch Rd</td>
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<td>Rock Creek Trail at Jones Mill Road</td>
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<td>Rock Creek Trail at Beach Drive</td>
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<td>Sligo Creek Trail at New Hampshire Ave</td>
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<td>Little Falls Trail at Little Falls Pkwy</td>
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Vision Zero: Implementation

- Trail Crossing Safety Improvements project began Fall 2017 – (18) crossings
  - (6) Rock Creek Trail Crossings (existing hard surface)
  - (12) natural surface trail crossings – Muddy Branch Greenway Trail, Cabin John Trail, Hoyles Mill Trail, Diabase Trail, Northwest Branch Trail, Upper Rock Creek Trail
- Typical scope: survey, assessment, sight distance evaluation, speed study, design and permitting
- Coordination with traffic engineering consultant (STV), Montgomery County DOT and MD SHA
Goal: Implement improvements at each crossing for trail user safety and consistency with crossing practices established by County DOT and MD SHA
Vision Zero: Implementation

- Example: Rock Creek Trail, Beach Dr @ Stanhope Rd
Vision Zero: Implementation

- Beach Dr EB
- Beach Dr WB
- Beach Dr EB
Vision Zero: Implementation
Vision Zero: Implementation

- Beach Dr WB
- Beach Dr EB
Vision Zero: Implementation

- RCT Garrett Park Road – trail realignment and driveway modifications
Vision Zero: Implementation

- Construction Cost Range: $10k for just signage and pavement markings -> $50k for trail re-alignment, re-grading, pedestrian beacons, etc
- (4) crossings constructed 2018, (10) crossings will be built 2019
- 2019: Starting study of next batch of (15) crossings
- Some crossings may require a standalone CIP project due to cost and scope
- Ongoing coordination with DOT, SHA, the public
Safe Routes to School (SRTS)

Program Overview
Safe Routes to School

- County program instituted to evaluate and assess traffic operations and safety issues. These include but are not limited to pedestrian, vehicular and parking related issues.

**1st Round of Assessments**

- MCDOT began systematic review of schools in 2005. Scoring system developed helped prioritize order schools were studied.
  - Designation of “School Zones” where applicable.
  - Primarily brought traffic markings and signings into compliance with National and State standards.
Safe Routes to School

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Safe Routes to School

**2nd Round of Assessments**

- Began 2018
- New prioritization list generated for this round
- Focus is on walkability within the entire walking area as designated by MCPS
- Inventory of pedestrian infrastructure
  - Sidewalks
  - Crosswalks
Safe Routes to School

Developing Recommendations & Assessing Complexity

• Short – MCDOT Traffic has direct control (Crosswalk markings, traffic signs, etc.)

• Intermediate – MCDOT Traffic coordinates with sister divisions (ADA ramps, curb extensions, etc.)

• Long – Capital improvements in coordination with outside agencies (MCPS and MNCPPC)
Safe Routes to School

Crossover Work

• PRSAs
  • RRFB near Argyle MS
  • Signal phasing near Seneca Valley HS
• IPHI
  • Address walkability in targeted neighborhoods
• Continue to address and investigate stand alone issues as they are reported to the division by residents, schools and Police.
  • Responsive Improvements/Studies
Safe Routes to School

Resources

SRTS program receives allocated funding from various sources

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<tr>
<th>Dedicated CIP</th>
<th>Non-Dedicated CIP</th>
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<tr>
<td>Pedestrian Safety CIP</td>
<td>Division of Transportation Engineering CIPs</td>
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<td>Signal Improvement CIP</td>
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<td>Intersection Spot Improvement CIP</td>
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Oversight

- Montgomery County Office of Legislative Oversight performed an impact report on the SRTS program in 2016
Identifying Spot Improvements

- Intersections (Offset or non-symmetric)
- Crossing Locations (Funneling groups of pedestrians, reducing crossing distances)
- Sidewalks improvements (ADA ramp improvements, widening of sidewalks)
Safe Routes to School – Highland View ES

Before

[Images of a street before modifications]

After

[Images of a street after modifications]
Safe Routes to School – Silver Creek MS

Before

After