

**AGENDA**  
**PEDESTRIAN, BICYCLE, AND TRAFFIC SAFETY ADVISORY COMMITTEE**  
**March 22, 2018 – 7:00 to 9:30 p.m.**  
**EOB 9<sup>th</sup> Floor Conference Room, Rockville**

- 1) Welcome and Introductions** **Heidi Coleman (10 mins)**
- 2) MNCPPC Project Updates and Bicycle Master Plan** **Steve Aldrich (30 mins)**
- 3) Vision Zero Plan – Progress Update** **Wade Holland (30 mins)**
  - **MD State Highway Updates**
- 4) MCDOT Updates** **Vince Subramaniam (30 min.)**
  - **Budget – Capital and Operating**
  - **Project Updates**
- 5) General Business (50 min)**
  - 1) Summary of November Meeting – Changes/Approval (5min)
  - 2) Update of Pedestrian and Bicycle Crashes – (Sgt. O’Brien, MCPD) (15 min)
  - 3) Overview of Annual Report Outline (Angela Ashe, Wendy Leibowicz) (10 min)
  - 4) PBTSAC Vacancies, Interviews, Expectations (5 min)
  - 5) PBTSAC Subcommittee Structure Discussion/Assignments (Heidi Coleman for Kristy Daphnis) (5 mins)
  - 6) Road to Zero Meeting – (Leah Walton) (5 mins)
  - 7) Other items (5 mins)
- 6) Adjourn**

Summary of November 30, 2017 MEETING of the PEDESTRIAN, BICYCLE and  
TRAFFIC SAFETY ADVISORY COMMITTEE  
Executive Office Building, 9<sup>th</sup> Floor Conference Room

Members Present: Kristy Daphnis, Chair; Stephen Aldrich, MNCPPC; Angela Ashe; Heidi Coleman, Bicycle Advocate; Luisa Montero; Leah Walton; Aaron Kraut (representing Councilman Roger Berliner); George Branyan; Chris Conklin (representing Al Roshdieh); Wendy Leibowitz; Jeremy Martin;

Members Absent: Ramin Assa; Valeria Carranza; MaryBeth Cleveland; Leon Langley, MCPS Transportation; Anyesha Mookherjee, MSH; Rachel Maleh;

County Staff: Dewa Salihi, MCDOT; Nadji Kirby, MCDOT; Chris Conklin, MCDOT; Wade Holland, CE; Shawn Brennan, HHS

Guests: Jeff Dunckel, MHSO; Marie Annette Otero, Safe Routes to School National Partnership; Sara Morningstar, MCOIR; John Wetmore, Perils for Pedestrians; Darrel Drobnich; Pam Miller; Erwin Mack; Bill Bronrott; Tom Bridle; Peggy Dennis

Meeting was called to order by Chair Kristy Daphnis at 7:06pm.

**Panel of PBTSAC Leadership. From Blue Ribbon Commission to Vision Zero and Beyond**

Kristy discussed the purpose of the leadership panel. Past chairs were invited to discuss their experiences in the early stages of the PBTSAC committee to help re-orient the new members and guests to the initial mission, vision and role of the committee. As the group moves forward with Vision Zero the hope is to re-energize the group and get in mode of action, discussion, and collaboration amongst one another. Use this opportunity to reflect on the past 10 years and use those experiences to inform how we move forward with the 2 year and then the 10 year plan.

Introduction of Panel

**Erwin Mack** became member when Bill Bronrott was chair of committee in the early 2000's. Began with work needed in Takoma Langley intersection (University and New Hampshire). In the early 80's it was the 3<sup>rd</sup> most dangerous intersection in MD. At one point there were 13 deaths in one year at the intersection. Erwin formed multi-jurisdictional pedestrian safety committee. There were 45 people on it from County, State, SHA, and others. Ultimately ended up with median fencing installed to keep people from getting across the street. Biggest problem was that there were 61 buses an hour going through the intersection. Had to reroute buses and put new signals and crosswalks in to keep pedestrians safe at the location.

**Pam Miller** became involved with these issues because she was complaining about collisions in front of her house that kept happening. Causes were combination of parents driving their kids to school and cut through traffic. Her father and daughter were in a traffic accident driving out of the driveway from speeding distracted driver. Pam wrote an article in the Gazette about it. Bill Bronrott read article and brought her on board for Blue Ribbon Panel. Wanted to educate the public and get them engaged. Wanted to brand the whole effort. Pam created Safe Neighborhood Day. It began just in her neighborhood but then grew to 90 other communities County wide. Began to hold events twice a year and was given seed money from the County to host events.

**Bill Bronrott** is a former State Delegate 99-2010 who during his tenure worked with many on pedestrian safety issues. Involvement began in 1998 when resident wrote in about not having enough time to cross the street with her walker. Met with resident, looked at the intersection and then was in touch with MCDOT. Began working with DOT to give pedestrians more time to cross the road. He then was elected and was committed to making this a cause he worked for. Formed partnership in BCC area to address 3 E's – Education, Enforcement, Engineering. Tried to humanize the problem and engage people. Created Drive with Care, Walk with Caution Campaign. County Executive at the time acknowledged that this should be happening around the County and have a task force to thorough look at the problem, where issues are, and how to resolve them. Bill was asked to Chair the task force. Task force was organized to look at Education, Enforcement and Engineering and effective laws and policies. The County Executive then established the Blue Ribbon Panel. Concurrently, Bill was reaching out to schools to get them involved with the three E's. From that came the first WTSD at East Silver Spring (prior to the County official WTSD that we have come to know). Wanted to use this as a way for schools to report barriers to walking. Also, brought County and State road engineers together to look at success when it came to safety. Took some time to study how we were applying engineering techniques to improve safety. Around this time is when Bill met Pam and she soon became a part of the Blue Ribbon Panel. Blue Ribbon Panel made recommendations to improve public policy and improve gaps in policy. This led to passage of bills and eventually one that got the authority to use automated speed enforcement and got penalties doubled for misdemeanor hit and run. Formally established Maryland Pedestrian Safety Program and also a State pilot Safe Routes to School program. Designated walking as official State of Maryland exercise. We are only state to have a state exercise. Bill attended a forum on drunk driving and utilized drunk driving as a framework for pedestrian safety. Bill and Doug Duncan took the motion to Council of Governments (COG) to take on pedestrian safety as an ongoing regional wide project. COG took it on, assigned a staffer and began Street Smart campaign. Used Blue Ribbon report as guideline. The group continued to look for hot spots. Bill referred to Erwin's story about Langley Park and reiterated the overrepresentation of people in Langley Park in crashes due to language barrier and people who are new to the Country and the County.

**Darrel Droblich** filled Bill Bronrott's seat when Erwin was the chair. Darrel ran drowsy driving program for national sleep foundation. When first learning about how things worked with the committee, Darrel found that there were many disgruntled people because many motions were made to get things done but there was no follow-up. Darrel created a motions tracking form so that the committee could now keep track of responses to recommendations. First step in re-energizing of people because they felt that things weren't moving or they were not getting answers. Created policy that the tracking document/grid would be reviewed at every meeting. In Darrel's opinion, this caused consternation because agencies were being held accountable for the first time. Chairman needs to be held accountable for the work or lack thereof of the committee. Main thing Darrel found out in year 2 or 3 is that the committee is what the public wants to make of it. I needed to find a particular interest or hook. For him it was public education. Had to learn about what County Executive was doing. Real achievements that were able to get done was through the County Council. Committee's job is to advise County Council and County Executive. It is important to remember that the Chair sets the agenda. MCDOT only has one vote and staffs the committee but it is not their committee to run. Members must take ownership of it. Take something that is important to them and run with it.

George Branyan mentioned that request came from Montgomery County through the Maryland highway state office about funds for education. That morphed into going to COG to take this on as a region. So what began in 2000 when 19 pedestrian fatalities occurred in Montgomery County was the catalyst for getting Doug Duncan and Chief Moose to really look at the issue. They realized that there were more fatalities than homicides. So all the work that has been done by everyone in this county over the last 20 years has really made a difference.

Kristy asked the panel:

What do you feel like some of the opportunities are going into 2018, especially with the Vision Zero plan?

Erwin suggested group should meet in other areas of the County. Take the group to where the public is so that more people can be involved. Kristy agreed and really wants to gather info. from citizens and other underrepresented groups.

Pam said that there was a lot of effort made for community engagement. Everyone always has a story to tell. All of it is valuable information and you are able to spot trends, get media attention, and were able to elevate the cause. Pam mentioned that they did press releases, appeared on county tv, had sound bites, etc.

Bill mentioned doing seasonal campaigns. The tricky part is, he asked was "how much can a committee do?" How much can you serve as an educator, lobbyist? Established relationships very early with County Executive's Public Information Office. They wanted to do initiatives so whether it was Halloween or when time goes back, when school started, when school ended, etc. This gave an excuse to go

out with a message that ties into one of those events. They knew how to bring out the media. Is there still that support from the County Executive's Office? There are a lot of things in the Vision Zero plan to achieve. As individuals would you be willing to reach out to people who are running for office and touch base with them about Vision Zero and see where they are with things that they might be willing to push.

Darrel added that the genesis of Vision Zero came from the County Council through Berliner and Reimer. The new election cycle and administration is a great opportunity to reach out. Another opportunity would be to reach out to other committee's and boards about pedestrian issues. Interface with other committee's and board and get on their agendas to share what we have presented or discussed. One of the problems we've had is dealing with the State and problems on State Roads.

Erwin brought up the harm done to seniors in parking lots. Not jurisdiction of the County but influence of County on those land owners is important.

Pam Miller mentioned that the issue of parking lot safety was discussed year ago as well. She is still very aware of behavior on the road. Not only drivers but also pedestrians. Etiquette of drivers, pedestrians, and cyclists. Identifying these moments and create public education out of them. If there is an incident utilize the media for education; create an opportunity out of it. Pam worked in the digital world and spoke about Design Thinking. Design Thinking is a way of innovating and becoming aware of your project/problem. Breaks down problem solving into 5 steps:

Immersion – identify problem, look for points of inspiration, etc.

Insight

Strategy

Design

Delivery

This way is valuable and trendy way of breaking down problems. Pam offered to do this training as she does it for Marriott International staff. Pam will send info. to Kristy.

Darrel mentioned that one of the issues we've had is the State and many of our issues occur on State Roads. Now that we have people at the State level that are familiar with the PBTSAC and Montgomery County roads this is a new opportunity.

Kristy opened it up to questions for the panel.

Luisa had question about how important it is to get the message out right and engage the community. Where do you get messages out now that you don't have as many newspapers and other media versus now social media and blogs are big? Asked panels for ideas. Pam Miller suggested developing a social media strategy. There are still opportunities to keep things on a smaller scale but perhaps social media is the answer. She used the Blair Walk Project as an example. The Blair Walk

Project taught students how to cross the street, sent messages to parents via backpack mail, etc. There are ways of identifying other groups that can help you get your message out. Erwin suggested utilizing school service clubs. Darrel mentioned that the job of this committee is to review recommendations of Blue Ribbon Panel and see where we are falling short and where we are doing well. Two areas that have constantly stood out is lack of any County-wide education. Darrel's efforts got more money put into education. Darrel was always impressed by how Jeff, Nadji and Joana stretched a dollar on education campaigns. There is still no education for bicycle education and outreach. The next administration should take on this effort. Darrel said that he had to go to the County Council because OMB puts a block on any education funds because they don't believe in it. Darrel also mentioned that we spend millions of dollars on engineering but very little on law enforcement and education. There are only 8 Law enforcement Officers in each district that focus on traffic safety. If we are going to take on Vision Zero that has to change because we spend nothing on education. If one of the E's is not functioning well the other two will not function well. They all mesh together. That was Darrel's statement to the County Executive.

## 2) PBTSAC Subcommittee Structure

Kristy would like to figure out how we can restructure so that people remain engaged in between large group meetings. Kristy believes that we need to think about the structure we need to put in place to help drive progress. Want to get people involved in their particular areas of interest, whether it be bicycles, education, sidewalks, etc.

Wants to align subcommittees to Vision Zero plan topics: Engineering, Education, Enforcement and Training, Law/Policy/Advocacy, Traffic Management. Traffic Incidence Management could be combined with Enforcement since it's smaller. Law/Policy/Advocacy has one portion focused on equity. Could use that committee to also bring forth equity task force recommendations. Each committee should be staffed by one person from the County, one person from citizen membership should serve as leaders of the committee.

Chris Conklin stated that he is very supportive of the idea and makes a great deal of sense to mirror efforts to what Vision Zero action items are. To advocate for specific performance on each of those goals will help immensely.

Wendy asked how does someone interested in arrival and dismissal procedures at schools get involved with SRTS section of Vision Zero. Wade responded that it would be best to join the education committee part of the Vision Zero committees.

Peggy Dennis mentioned her disappointment in the Bicycle Master Plan Map because it does not show routes to schools or certain routes. She went on to say that the map doesn't even show all the schools in the County.

Heidi encouraged everyone to review the plan and action items to see which ones are closest to what you are interested in. After reviewing the action items, members

can see which action items come close to address issues or don't come close. If items are not addressed than that can begin the foundation of the 10 year plan.

Subcommittee structure will not cover all issues. Committee will still have larger issues to tackle as a whole. This will just help keep things organized and have a better way to keep track of progress. Kristy passed around a list for everyone to put their name and which committee they may be interested in.

Chris Conklin mentioned that he wants the committee to not just make sure everything is covered but instead make sure that the elements that they really want to focus on then focus on those. There is no need to feel like everything has to be addressed.

Bill Bronrott asked if anyone had reached out to State Delegates about championing certain action items that fall under the Law/Advocacy/Policy part of the Vision Zero plan. Kristy mentioned testifying at the State Priorities Hearing to give a broad overview of Vision Zero. The intention is to engage with some State Delegation. Need to think strategically about how to do that.

### **PBTSAC Budget, Legislative, and Advocacy Priorities**

Heidi stated that all the action items have milestones. There are 10 Law, Policy, and Advocacy policy items that all have a deadline of between now and the end of January. Heidi asked Wade to summarize where there has been progress. Wade reported that action items that have January deadlines are more related to setting up processes, i.e. setting up website, setting up how things are tracked and shown, etc. Wade reported that as project was being developed budget was looked at and questions were asked, i.e. what does it cost, year 1 and year 2. Those costs will be made public when the budget is made public. Budget forums will be held in January with County Executive. Darrel mentioned that it's important to attend forums to voice concerns over money in traffic safety. Wade went on to say that there are many places for public to enter to see where County might be short on or things the public wants enhanced further, etc. Using data analysis and working with DOT to figure out what priority County roads are going to be in the first 2 years. Still trying to figure out the Fatal crash review team. Hope to have meeting prior to the holidays. Wade is currently working on a position description for the VZ Coordinator position. VZ position funding is part of the overall budget request. Wade does have some non-departmental funds he can tap in to for latter half of the fiscal year but we will have to stay tuned. The VZ website is live [www.montgomerycountymd.gov/visionzero](http://www.montgomerycountymd.gov/visionzero). It is very basic now but Wade is continuing to work on it. Wade is working on having more dashboards up on website so that people could go in and look at data. This will be an open data source. Darrel mentioned wanting to publicize it; cross planting with other ped/bike safety pages.

Wendy brought up that Didone mentioned making Randolph Road a test run.

Heidi mentioned that in the Engineering section of the plan there is an item to identify at least two projects that the State and the County can work on together to improve safety. Another item from Engineering was to take the Bike Master Plan and having a low stress bicycle network based on the priorities that are in that plan. Kristy commented that these are the types of things the committee would advocate for.

George brought up the use of temporary treatments. In DC they refer to it as Tactical urbanism. Way to attack some of the easier changes, i.e. flex posts, paint, restriping roads, etc. Have great benefits in a short period of time. Wade mentioned that they (he and engineers) will be going through all the areas that have been identified as having issues and see what can be done.

Heidi asked Wade if there were plans for a larger launch of Vision Zero? Wade reported that much of the push was part of Street Smart campaign. Not a formal plan for a big launch right now but will consider it. Steve Aldrich mentioned interest in being part of the planning and reporting of Vision Zero efforts since they are continuing to do work.

#### **5) Purple Line Update - Tim Cupples**

Purple Line is state project managed by MD Transit Administration. It is a Public/Private partnership with Purple line transit partners. Tim serves as bridge between the organization and county. Purple Line will be built right along with the Capital Crescent Trail so that all will be open for cyclists and pedestrians. Alternate route for interim Georgetown Branch Trail was originally part of the State's responsibilities. Montgomery County did not think the options the State had were great ideas but knew there had to be an alternate route created. Due to various obstacles it was difficult to find an interim trail, so it boiled down to East-West Highway or Jones Bridge Road as trail options. The County heard from residents that East West Highway was not a good option. Jones Bridge Road wasn't great either but it was better than East West Highway. Jones Bridge Road also did offer some connectivity to existing established routes. So how do we make this route as good as we can while this multi-year process to construct the Purple Line is happening. They broke things down into short term, mid term, and long term things. Short term things included trimming vegetation, looking at sidewalks – ground down some of the sidewalks that were off; looked at utility patches, timing of signals. Much of this stuff has already been done. Received requests to make sure signs were in for drivers to expect cyclists since more would now be using this route. Still getting feedback on alternate route from cyclists. SHARO's were put on Jones Bridge as well as additional signage. Not perfect option but the best option for now. Considering adding a bike lane on the uphill segment of Jones Bridge and Jones Hill. County willing to make any improvement, whether short term or long term that will benefit the community. Still working on establishing a southern route. This would be a lower stress, more pedestrian friendly route. Proposal was made to Town of Chevy Chase because the County needs permission to utilize their



streets. If all goes well then this route could potentially be ready in the spring. Also working on some of the master plan improvements.

Concerns were raised about the New Hampshire and University intersection. Kristy mentioned getting an email update from Tim related to him mitigating some of the pedestrian safety issues related to this location.

John Wetmore mentioned that someone should report to google that the route is closed because it currently does not come up on the map. He also mentioned that the County should do everything it can to get closed crosswalks open.

### **General Business**

Committee approved meeting minutes.

Nadji Kirby reported that there is 1 vacancy for the PBTSAC Committee. There are 3 people up for reappointment that do plan to reapply. The vacancy announcement is posted on the website and is open until Dec. 6<sup>th</sup>. Kristy asked for volunteers to serve on the interview panel. Kristy mentioned that there is a requirement to have at least one bicycle advocate and an advocate from the disabilities community but no a formal geographic representation requirement.

Captain Didone was unable to attend the meeting but sent an update that is in the packet. Reported that we are at 10 fatalities. Will get more thorough update at next meeting.

Kristy noted that the Annual Report is in its draft version but included a copy so that members could see the layout and current content. Angela Ashe walked through the report outline. It is similar to prior years. It covers overview, purpose and objectives as well as a recap of the year which summarizes the meetings, mentions significant motions and initiatives that were endorsed by the committee. Another section will cover the outlook for 2018 and beyond. If there are additional areas that should be included in the report, members should let Angela know. She will send out a link to get feedback. Would like draft ready by the end of December so that it can be reviewed at next meeting.

Update on HAWK Signal – Derek Gunn could not make the meeting so we can discuss during the next meeting.

Chris mentioned the activation of HAWK Signal at BCC and Turkey Branch. Someone noted that drivers at Turkey Branch are confused using the modified HAWK. The County must get aligned with the State on how to implement HAWK signals.

Steve Aldrich – Montgomery parks chairs interagency working group which discusses the Turkey Branch crossing. Montgomery parks is doing study of all trail

crossings. Identified early action package. Currently doing corridor master plan for Viers Mill Road. As part of that, they hired a consultant to do a Vision Zero plan to try to reduce crashes on Viers Mill Road. That report is expected to be done by end of the month and will be incorporated into the master plan. It will look at things such as speed reduction, curb extensions, completion of missing crosswalks, etc.

Kristy wondered if this project would be a good candidate for the County/State collaboration on at least two projects that was outlined in the Vision Zero plan. Steve said yes it could be. Steve noted that one of the worst intersections is Twinbrook and Connecticut. Also, Randolph at the Matthew Henson park crossing is most problematic for pedestrians. Additional pedestrian issues near Pendleton and Newport mill. Much of that has to do with driver speeds.

Kristy mentioned that perhaps a topic in an upcoming meeting the PBTSAC committee should discuss how the projects are selected.

Kristy asked for suggestions on Agenda Items for next meeting on January 25<sup>th</sup>

- Little Falls and Capital Crescent Trail Crossing – Steve can get someone to put something together for next meeting
- Autonomous Vehicles

Steve also mentioned that the Bicycle Master Plan was published today. He will also share the Bicycle Safety Task Force Report which is open for comments until next week.

Leah brought up that it might be a good idea for the Committee to be a part of the Road to Zero Coalition. She will send the information.

Meeting adjourned at 9:30pm