

**Friendship Heights
Transportation Management District
Advisory Committee
Teams Virtual Meeting**

July 14, 2020

Voting Members

| | |
|------------------------|---|
| Barbara Condos (Chair) | Town of Somerset |
| Christopher Itteilag | Somerset House Management Association |
| Bob Banach | Citizens Coordinating Committee on Friendship Heights |
| Afua Ofori | Polinger Co./Large Employer |

Non-Voting Members

| | |
|-------------------|---|
| Sandra L. Brecher | MCDOT/Transportation Policy-Commuter Services |
| Derrick Harrigan | B-CC Services Center |
| Iftin Thompson | M-NCPPC |

TMD Staff

| | |
|--------------|---|
| Jim Carlson | MCDOT/Transportation Policy-Commuter Services |
| Nakengi Byrd | MCDOT/Transportation Policy-Commuter Services |

Absent

| | |
|---------------------------|----------------------------|
| Ahkeia Payne | GEICO |
| Elizabeth Demetra Harris | Friendship Heights Village |
| Chief John Fitzgerald | Chevy Chase Village Police |
| John Mertens (Vice Chair) | Friendship Heights Village |

Guests

| | |
|----------------------|----------------------------|
| Stephen Aldrich | N-NCPPC |
| Andrew Bossi | MCDOT |
| Gary Erenrich | MCDOT |
| Bob Joiner | The Agenda News |
| Julian Mansfield | Friendship Heights Village |
| Mayor Jeffrey Slavin | Town of Somerset |

Item 1 & 2 – Introductions/Minutes: Members and guests introduced themselves and minutes were approved.

Item 3 – “Complete Streets” Presentation: Stephen Aldrich presented the “Complete Streets” program, creating roadway designs that provide safe and accessible travel for pedestrians, cyclist and motorist using Vision Zero principals to eliminate traffic fatalities. Complete Streets guidelines, once approved, will be used to supplement masterplans and design standards for the County, also guide the design of capital improvements & development projects by focusing on County-owned roadways, and in an advisory capacity with the State Highway Administration for state-owned roadways. The guidelines are 240 pages of technical information for use by County staff, developers and design consultants.

The guidelines project started over a year ago with a Planning Board briefing in June 2019, looking at where the standards are implemented to identify street types, design speeds, and intersection access for

the County's program. Currently, the project is presenting the draft guidelines to the community and developers for input and, ultimately, Planning Board approval by February 2021. **Mr. Aldrich** also discussed:

- Public hearing - July 23rd with public comment remaining open for a few weeks
- SHA has own guidelines but are not as detailed as the MC Complete Streets project
- Planning Board work sessions in the Fall followed by County Council and County Executive in the winter
- The Complete Streets document consists of 10 chapters of vision to implementation and as a one-stop reference for existing & proposed County procedures
- Safety, sustainability and vitality are the core principals of the Complete Streets project
- Street types are id based on land use and transportation function; also providing flexibility to accommodate the changing landscape - 12 primary street types having the same classifications but differing design details
- Target speed very important in considering street types
- Chapter 3 of guidelines discuss implementation standards on roads with limited right of way and prioritization

Mr. Bossi said the guide has a master table which puts all information from other chapters in one place, including street widths, defaults and minimums for implementing road treatments when space is limited. Also discussed:

- Chapter 4 discusses the six road zones that include sidewalk & street zones containing clear walkway for pedestrians and separated travel lanes for vehicles & cyclists
- Street buffer zone contains landscaping, waste bin & bicycle placement, signage and transit stops
- One of the recommended guidelines is the leveling of driveways with the pedestrian right of way
- Chapter 5 street zone, in addition to travel lanes, discusses road connectivity, width requirements, reducing dead end streets and reducing pedestrian travel between ped crossings
- Chapter 6 deals with intersections providing better access management, eliminating channeled right turn lanes and placing development closer to crossings for easier ped access
- Chapter 7 provides guidance for building green streets and storm water management
- Chap. 8 & 9: bikeway design and speed management with the goal of equalizing four different speed types – target, design, posted & operating speed
- The goal of the street design is to guide the driver to the appropriate speed – YouTube presentation on June 23rd details road construction such as speed humps, curb extensions, textured pavement to give a sense of enclosure, slowing vehicles and protecting pedestrians
- Issues regarding slowing state arterial roadways, as they are under state jurisdiction and the County can only suggest changes
- Chapter 10 implementation deals with agency roles and responsibilities, permits, approvals, and design exceptions, showing projects from initial conception to construction
- Once the guidelines are completed, the Master Plan of Highways & Transitways will be updated & assigned to every street in the County
- The Complete Streets document is a living document that will be updated

Item 4 – WMATA Update: **Gary Erenrich** updated the Committee on WMATA operations under Covid. He said the main issue to getting people back on transit is safety; and the level of service depends on how much Metro staff can be brought back. Other points:

- Metrobus higher ridership than rail – a first
- Ride On was the first to have rear door boarding, except wheelchair and strollers, and providing facemasks if needed
- Ride On is rebounding faster than metro with 53 operating routes at ½ capacity
- Metro adding buses to service due to overcrowding to reduce buses passing passengers by
- Metro delaying service changes & fare increases as it loses \$1million a day due to free fare - returning to normal service is projected to take a year
- Federal CARES Act funding provided to help Metro balance budget

Mr. Erenrich discussed telecommuting changes that are evolving during the crisis and the increase in personal mobility usage such as scooters being used for essential travel. Some of the details regarding scooters were:

- Spin joining as new scooter vendor
- Scooter program expanding to Gaithersburg
- Concerns over scooters in Friendship Heights – not safe until street scape is further developed
- E-scooters are classified as bicycles, except in Montgomery County where they are prohibited from being on sidewalks - Bill 8-20, e-scooters are classified by size of the motor
- Jurisdictions can opt out of scooter pilot

Item 5 – Marketing Outreach Update:

- TMD staff is finding creative ways to conduct outreach activities with employers due to Covid, such as expanding email and remote outreach activities
- Online Telework sessions
- Discussion regarding employer readiness of in-person outreach due to Covid – employers are being prudent and preferring email communication

Item 6 – County Updates:

- Bikematch program underway, which matches donated bikes with people who need them, participants register online – over 300 applicants
- Climate change meetings – consultant is reviewing recommendations
- Template pilot for e-bike parking corals – pilot testing in Silver Spring
- Capital Bikeshare e-bike program roll-out contains a dockless component
- Shared Streets pilot – closing selected streets to create greenways - Bethesda's “Streeterly” a success

Item 7 – Adjourn: Next meeting date: Sept. 8, 2020