

**Greater Shady Grove  
Transportation Management District  
Advisory Committee  
January 6, 2021**

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**Voting**

**John Brandt** / Universities at Shady Grove  
**Amy Frieder** / Neighborhood Representative  
**Benjamin Garcia** / Neighborhood Representative  
**Steve Kelley** / NIH – National Cancer Institute  
**Paul Yanoshik** / RE/MAX Realty Services

**Ex Officio**

**Sandra Brecher** / Representing MC Dept. of Transportation (MCDOT) Director  
**Catherine Matthews** / Upcounty Regional Services Center  
**Capt. David McBain** / Montgomery County Police  
**Vacant** / City of Gaithersburg

**Staff**

**Nakengi Byrd** / Montgomery County Commuter Services  
**Jim Carlson** / Montgomery County Commuter Services

**Absent**

**McClellan Quinn** / EYA

**Guests**

**Jake Adler** / Van Eperen  
**Jennifer Bolick** / Van Eperen  
**Gary Erenrich** / MCDOT  
**Marin Hill** / M-NCPPC  
**Patrick Reed** / M-NCPPC  
**Jessica McVary** / M-NCPPC

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**Item 1 & 2 – Introductions/Minutes:** Members & guests introduced themselves and November 5, 2020 minutes were approved.

**Item 3 – Minor Master Plan Amendment, Great Seneca Science Corridor:** **Maren Hill**, M-NCPPC, explained that the objective of the Minor Master Plan is to provide transit options to serve communities along the I-270 corridor by prioritizing, through the Corridor Forward initiative, a list of recommended changes. It is a road map of detailed steps taken to implement infrastructure and/or systems to facilitate travel. These changes may include realignment of the City Corridor Transitway (CCT), which is a staging requirement, along with John Hopkins Campus, for development in the area. The project is being done now due to the need to create jobs in the bio-engineering sector made more critical by the Covid pandemic. **Ms. Hill** also discussed:

- Federal funding of 2 billion has been allotted to biotech companies to create a vaccine to combat Covid
- The 2010 staging plan has stifled growth because of the delay in implementation of the CCT
- No more work conducted on the CCT by the MD Transit Authority; however, Corridor Forward may recommend changes, and MCDOT is exploring short term transit solutions for the Shady Grove corridor
- Development trends have not matched the 2010 expectations of an urban flow, as it remains suburban with mostly lower densities as the residential capacity remains in Stage 1
- The John Hopkins campus remains undeveloped although 1.6 million sq. ft. have been approved for development.
- Discussion of how the lower density development in the area results in less travel due to fewer employees in the area and finding ways to use micromobility and other options effectively

**Ms. Hill** explained that Phase 1 of the plan amendment will address critical needs in the area, and Phase 2 will begin a more comprehensive amendment beginning after the Corridor Forward plan has been approved & adopted. The next steps consist of updating the Planning Board before the April hearing, and the Council public hearing that is scheduled for October.

- Phase 2 will not happen until the Corridor Forward plan is executed
- Currently analyzing existing conditions in the area, such as development patterns, infrastructure & amenities and comparing to the 2010 plan which will be used to evaluate Stage 2 requirements of the undeveloped portion of the Johns Hopkins site and surrounding Life Sciences area.
- Plan recommendations will be in the form of interim staging, allowing additional development to proceed while keeping future Stage 2 requirements from the minor master plan

**Discussion Points:**

- Discussion regarding why JHU has not started development although having approval - unfavorable market conditions cited as the cause
- JHU development is approved for an urban setting; however, it is laid out as a suburban campus
- JHU is holding up the development process due to not completing the environmental impact process, and its historical status which is not being addressed
- JHU development timelines were extended several times leading to a need to incentivize developers to not delay build-out
- The need to keep the first phase staging as targeted as possible to speed up development, as critical bioengineering services are needed for the pandemic
- Due to the controversial issues of the CCT, it will not be a point of focus in the first phase of the minor masterplan amendment. It is illogical to base development on unfunded infrastructure such as the CCT- tie development to service metrics such as Non-Auto Driver Mode Share (NADMS)
- A goal of the minor masterplan amendment is providing access to jobs based on workforce diversity
- The plan first phase will not change zoning recommendations only when construction can begin
- The implementation advisory committee was established as part of the 2010 plan to track process of the minor masterplan development

**Ms. Hill** asked that groups or organizations who may be interested in the plan amendment be referred to her for a briefing. A snapshot of current conditions will be completed by the end of the week and then open for comments as well as all deliverables as they occur.

**Item 4 – Metro Update:** Gary Erenrich reported that improvements were canceled for the remaining FY20 WMATA budget to allow service to continue; however, budget cuts are in the works as 500 million is needed to balance FY21 budget. Also reported:

- Another CARES act funding has been approved with details to be worked out for Metro and Ride On portions
- Explanation of the death spiral of declining ridership and decrease service due to Covid - the need to build up ridership
- Metro & Ride On bus is recovering ridership faster than Metrorail

Other announcements and discussion:

- Pending legislation in Maryland – MCDOT to take over responsibility of red light & speed cameras and reducing the minimum speed limit from 25 to 15 miles per hour. General Assembly passed bill requiring e-scooters to have braille information-MCDOT already requires braille in vendor agreement
- Discussion on scooter deployment with a third of scooter inventory in western segment of the County – good usage in the King Farm area
- E-scooter pilot for parking corrals and placing in vendor apps to encourage use
- Lime has fine tuned their GPS to better monitor vehicles, whether they are on the sidewalk or blocking the right of way-not available in area yet

**Item 5 – Employer TDM Plans:** Jim Carlson reported that the companies presented meet the TDM plan requirements and recommended that the Committee recommend approval to the DOT Director.

**Item 6 – Marketing Outreach Update:** Jennifer Bolick reported:

- Working with employers to fill out TDM plans and identifying new employers
- Overcoming the challenges of getting information and resources to employers
- Identifying employers for the Commuter Connections Employer Recognition awards

**Item 7 – Updates:** Sande Brecher reported that the Climate Action Plan draft to obtain the goal of reducing greenhouse gas to zero by 2030 and a short-term goal by 2027 is ready for public comment until the end of February. The draft not only discusses ways to reduce greenhouse gases, but also ensure equality, climate resiliency. Some of the sections include clean energy, transportation, carbon sequestration, governance and public engagement. A joint TMD informational meeting presenting the plan will either be Wednesday, 2/10<sup>th</sup> or 2/17<sup>th</sup>. Also discussed:

- The NextGen TDM bill determines growth & sub development staging policy regarding NADMS goals and extending those goals to all parts of the County
- **Capt. David McBain** reported that he and the department is against transferring speed cameras and the Safe Speed program to MCDOT due to the success of the program in lowering speeds on streets such as Crabbs Branch. The department is asking for increased penalties for speeding, as there have been seven fatal crashes since the pandemic; however, since November 18<sup>th</sup> there have seen no fatalities.
- **Cathy Mathews** reported that White’s Ferry in Poolesville is closed due to a land dispute between the ferry and a landowner on the Virginia side.

**Adjourn - Next Meeting date: March 3, 2021**