

PBTSAC Meeting Minutes

3.24.22

Attendees:

Michael Paylor
John Hoobler
Kristy Daphnis
Sanjida Rangwala
Peter Gray
Eli Glazier
Fabiola Yurcisin
Tommy Heyboer

Jeremy Martin
John Kellenberg
Marybeth Cleveland
Matt Johnson
Sara Morningstar
Corey Pitts
Steve Ashurst
Patrick Sheehan

Kathleen Kleinmann
Eli Glazier
Rfuino Velazquez
Steve Aldrich
Marissa MCMS
Maryam Tabrizi

WELCOME

K Daphnis: Meeting called to attention at 7:04 pm

K Daphnis: Good schedule tonight with Peter Gray and Washington Area Bicyclists' Association (WABA) equity proposal, Eli Glazier

WASHINGTON AREA BICYCLIST ASSOCIATION EQUITY PROPOSAL

P Gray: Put this proposal out in January and got assistance from Park & Planning (MNCPPC) and the Montgomery County Department of Transportation (MCDOT). Council has so far tentatively agreed to fund part of it.

P Gray: Overlay of Equity Focus Areas from Planning Department; looking at people who walk, bike, and take transit; overlaps the Bike Master Plan and the Equity Emphasis Areas (EEA).

P Gray: Historically County has spent on ped and bike, but typically in affluent areas of the County

K Daphnis: What is the cluster by Germantown?

P Gray: Trail network

P Gray: Equity Focus Areas are where people are more likely to rely on transit, biking, and walking

P Gray: Proposal WABA put before Council was this overlap that included the Bicycle MP Tier 1 Projects and the Equity Focus Areas; this is \$110M in new Capital Improvement Program (CIP) funds over 6 years

K Daphnis: What is overall implementation of Bike Master Plan (MP)?

P Gray: >\$3B, and a typical bike project would be the Fenton Street Cycletrack, which was originally thought of as a \$2-3M project but is now \$9M, so these cost a lot

K Daphnis: For comparison, the tunnel near Wisconsin Ave for metro is \$55M

P Gray: A few project examples: major portion of costs is for White Oak projects are along Cherry Hill and E Randolph, which are \$16M of the White Oak area projects; this project is for protected bike lanes; Downtown Wheaton has many Tier 1 Bike MP projects, including the more expensive ones along State highways, but a lot of segments are on County roads too; Langley Park Tier 1 projects are Neighborhood Greenways, which are not as expensive; Downtown Silver Spring (SS) has a lot of different segments that go in and out of the Central Business District (CBD), currently only Fenton Street is funded, but if you build these out, people will be able to get to the SS CBD and access it through many neighborhoods

P Gray: Projects like this are funded through the CIP; the current CIP allocates \$4.3B for transportation over 6 years, of that ~\$100M supports bike and ped projects per year

P Gray: This proposal calls for an additional \$18M / year in CIP funding for bike / ped projects, a 2.5% increase

P Gray: The CE proposed the budget 1.17.22, Council holds hearings in February and committee work sessions in March, the final budget is negotiated in April / May

P Gray: Looking to find the areas where people need better connectivity and Equity Focus Areas, we need to create networks in these areas; very pleased that the Council has found ways to fund part of this proposal, the upcoming years will have an increase in Federal monies that will help us continue to fill out this proposal in full

M MCMS: What is the plan to connect to municipalities?

P Gray: Something we need to think about, but looking at heat maps where current biking activity is shows more down County areas – WABA is open to creating these networks in every area of the County

K Daphnis: Function of time and money

P Gray: The proposal has segments estimated at \$8M that are in the CIP at a cost of \$19M so if Council continues to support the additional funding then 20% of the proposal will be funded

MB Cleveland: Blind peds have issues and there are concerns from the disability community to figure out how to make it safe for everybody, it sounds like we're moving forward to building instead of figuring out how to make it safer

P Gray: On Second Ave there is a cycle track that goes by a few bus stops, and Matt Johnson from MCDOT has done an amazing effort in terms of soliciting input from low vision and wheelchair advocates to figure out how to make these safer; Montgomery County is leading the world in terms of thinking about this stuff; MCDOT is figuring out ways to do this to make it safer

K Daphnis: Funding these things still means a design process has to happen and some of those safety issues can be addressed in that process

F Yurcisin: Very thankful to WABA for many reasons, more for teaching kids how to do this; in the maps there were not schools, but I am very interested in this for that reason; my kids go to good public school, but there is no way for them to get there with a bike; there is an equity piece and I understand the affluent parts of the County are not in that, but it is important for all areas of the County; if you can incorporate schools in any of those areas that would be helpful

P Gray: One of the things that is astonishing about schools is that if the whole of the Bike MP were built out, only 50% of schools would be safe to bike to because of how many are built on State highways and other issues; one thing we want to see is to try and engage Public Schools (MCPS) in what it means to have a Safe Route to School (SRTS) and for kids to have a place to put their bike when they get there and have Principals on board; Excel Beyond the Bell program is a great way to do this

K Daphnis: Want to dedicate our next meeting to SRTS, not just behavioral but some of the other issues

P Sheehan: I am a blind person very interested in the floating bus stop issue, working with MB Cleveland, Susan Crawford, and others to keep these safe; under the Americans with Disabilities Act (ADA) we need to maintain effective communication – moving the bus stop from the sidewalk to the middle of the street requires a way to inform blind people that it has been moved – we are working with Matt Johnson to put accessible ped signals in place to announce to the blind person that the bus stop has been moved and what the configuration looks like; we would like to put that in on the Second Ave stop because we have individuals who could use it there; we are looking to put it in at other

installations; maintaining effective communication is a critical part of ADA; DC and VA are looking at floating bus stops and are working with Matt Johnson, MCDOT, and us to ensure constructing floating bus stops in MD look the same as in DC and VA, which are a couple of years behind us; Matt Johnson has said before the next ones go in a prototype will be installed for a walk / roll through; pleased we're talking about this!

M Johnson: Wanted to thank P Sheehan and MB Cleveland for their efforts; as other people have said we are doing more than anyone else in the United States, I am proud we are doing that and wish we did not have to be on the vanguard, but we are working on it

Moved by K Daphnis and seconded by J Kellenberg: To pass a resolution to support the WABA Equity Plan through a letter to the County Executive, Council, and other relevant parties

Vote: Passed unanimously

P Gray: If you are interested in more please email me at peter@waba.org

F Yurcisin: We are one of the first Counties in the country to also have electric school buses, something that would need to be considered for the disabled community as well

Montgomery County Department of Transportation Bike Projects

K Daphnis: Corey Pitts, M Johnson, and Pat Shepherd are here to share on bike projects

P Shepherd: Thanks for having us, I have been with the County for 33 years

C Pitts: Hello I am the Planning Section Manager for MCDOT

P Shepherd: We have new policy documents including our Vision Zero work plan and monitoring report as well as the Climate Action Plan adopted in June 2021 which outlines a number of active transportation projects; having the right guidance and framework helps establish funding priorities

P Shepherd: We have started installing more barriers between travel lanes and bike lanes, and our first bike signal and first protected intersection; separation makes the ride safer and more comfortable

P Shepherd: There are a lot of different ways these projects are accomplished, including a number of level of effort programs, stand alone CIPs, and developer and other agency projects

M Johnson: We have a lot of projects in the pipeline for Bethesda, including the Capital Crescent Surface Trail Phase I, which is close to being completed; Woodland Ave Cycle Track under construction for Phase I and is scheduled to open Spring / Summer 2022; Montgomery Lane and Montgomery Ave has two phases; lots of images of ongoing construction in Bethesda including a new, dyed, and stamped concrete median

M Johnson: Lots of exciting projects in Silver Spring including Dale Drive and Fenton Street; Grove Street project is a pilot Neighborhood Greenway, just finished counts a couple of weeks ago, community meeting scheduled for May

Montgomery Planning Pedestrian Master Plan Update

K Daphnis: Unfortunately, due to time constraints we must push this to the May meeting

Committee Business

K Daphnis: Meeting adjourned at 9:30 pm