



**FRIENDSHIP HEIGHTS
TRANSPORTATION MANAGEMENT DISTRICT
ADVISORY COMMITTEE**

**AGENDA
January 8, 2019**

8:30 a.m. - 10:00 a.m. @ Wisconsin Place Community Center
5311 Friendship Boulevard, Chevy Chase, Maryland 20815

Chair: Barbara Moir Condos Vice Chair: John Mertens

Staff Contact: Jim Carlson / (240) 777-8382 (301) 318-0328

james.carlson@montgomerycountymd.gov

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|------|---|--|
| 8:30 | 1. Introductions/Agenda Review (additions/deletions) | Barbara Condos |
| | 2. Review/Approval of Meeting Minutes
July (©2a) / Sept. (©2b) | All |
| 8:35 | 3. The Collection Redevelopment | Stephanie Smarr
VP Asset Management, Chevy Chase Land Co. |
| 9:15 | 4. TMD Marketing Outreach Update | |
| 9:20 | 5. Updates: TMD/Police/DOT/Other County Updates
County Exec budget forums | Chief John Fitzgerald
Derrick Harrigan
Jim Carlson |
| | 6. Adjourn
Next meeting date: March 12, 2019 | |

Information Items

Elrich to Hold First of Five FY20 Operating Budget Forums Jan. 14

Metro to welcome bicycles on trains at rush hour

Metro restores free customer parking on Saturdays

Barbara Tauben letter to SHA re: sidewalk blockage, Wisconsin Ave / Willard

**Friendship Heights
Transportation Management District
Advisory Committee
July 10, 2018**

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Voting Members

Barbara Condos (Vice Chair)	Town of Somerset
Charles Crerand	CBRE Asset Services/Wisconsin Place
Elizabeth Demetra Harris	Friendship Heights Village
John Mertens	Friendship Heights Village
Afua Ofori	Polinger Co./Large Employer

Non-Voting Members

Katie Mencarini	M-NCPPC
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TMD Staff

Sandra L. Brecher	MCDOT/Transportation Policy-Commuter Services
Nakengi Byrd	MCDOT/Transportation Policy-Commuter Services
Jim Carlson	MCDOT/Transportation Policy-Commuter Services

Absent

Tiffany Anderson (Chair)	Chevy Chase Land Company
Joe Dixon	GEICO
Chief John Fitzgerald	Chevy Chase Village Police
Kenneth Hartman	B-CC Services Center
Christopher Itteilag	Somerset House Management Association
Manuel Ochoa	Citizens Coordinating Committee on Friendship Heights

Guests

Morgan Bassford	Sharp & Co.
Fred Craig	Purple Line Transit Partners
John Undeland	Purple Line Transit Partners
Stephanie Webber	Sharp & Co.

Item 1 & 2 - Introduction/Agenda Review/Minutes: Members and guests introduced themselves.

Item 3 – Purple Line Update: Fred Craig, Purple Line Transit Partners CEO, updated the Committee on the Purple Line project. Points discussed:

- The Purple line will expand transit to University of Maryland's campus improving preexisting parking issues.
- The vehicle to be used for the project is made by Spanish train maker CAF, which will be light rail with cars like Metrorail.
- The system will help to preserve roads by reducing approximately 80,000 daily trips.
- Contributes to redevelopment around stations; also increasing rents by 25 percent within a ¼ mile radius.

- Purple Line Transit Partners has a 35-year contract with Maryland Transit Administration (MTA) for the upkeep of the system, after which ownership will be returned in good repair to MTA.
- Utility relocations are being done ahead of infrastructure construction of the 1500-volt electrical system.
- Arching trees hanging overhead and in proximity to the rails will be cut providing separation for safety due to the 1500-volt system arcing across the tree tops - batteries power the AC & heater only and are sufficient to move the vehicle.

Mr. Craig said the Purple Line system will be built in parallel phases. Segment Four contains the tunnel, which is part rock and soft earth under a neighborhood. Special construction measures are underway for tunnel erosion and water mitigation:

- Lining tunnels to prevent water damage – Metro’s Red line tunnels are not lined, causing leaks.
- Erosion control of sediment as level of protection against dust during construction phase – the connection to Bethesda is in densely populated area making erosion control important.
- The usual construction blasting is not permitted due to vibrations that could damage nearby homes.
- Rods are used to hold back earth when digging, and an alarm will sound if two meters of earth moves; steel cages also in place.

Mr. Craig explained that the Lyttonsville detour due to bridge replacement was not correctly implemented, causing significant push-back from the community. Corrective action took two months of community meetings to rectify. Going forward, the Purple Line team is committed to open and continuous communication with stakeholders. **Mr. Craig** encouraged calls to his office directly when there is a problem, so he can address it in a timely manner. Also discussed:

- Safety measures taken during construction – workers remaining behind barricades when working, everyone wears gloves and there is a six-hour safety training program.
- Communicating with businesses and the community regarding construction utility cut-offs via Community Advisory Teams.
- SmarTrip will be allowed on the Purple Line for seamless integration with other systems.
- MTA handles all Purple Line revenue, **Mr. Craig’s** team are the operators.
- There is a strong mitigation plan for tree replanting.
- As Metro was designed to transport commuters to work in the District, the Purple Line system is designed to connect the surrounding suburbs.

More information on the Purple Line: <http://www.purplelinetransitpartners.com/>

Item 4 – NextGen TDM: **Jim Carlson** briefly explained the County’s plans for the “NextGen” Transportation Demand Management TDM process, designed to reduce road capacity by promoting greater use of alternative modes of transit at development and employer sites:

MCDOT will be introducing a bill to Council that would provide for the expansion of Project-based TDM measures to all new developments, employers and multi-family residential projects County-wide based on area density, proximity to Metro and other transportation infrastructure and project size.

There are three Project-based TDM Program Levels:

- Level 1: TDM Basic Program

- Level 2: TDM Action Program
- Level 3: TDM Results Program

The Project-based TDM Program Level to which a project is subject is dependent upon the size of the project and the Subdivision Staging Policy Area in which it is located. Areas under consideration for Project-based TDM have been designated by the color codes Red, Orange and Yellow, with the following size thresholds:

The County has been working closely with the development community and other stakeholders in the

Subdivision Staging Policy Area	No Requirements	Level 1: Project-based TDM Basic Program	Level 2: Project-based TDM Action Program	Level 3: Project-based TDM Results Program
Red Areas	<25K GSF	25K – 100K GSF	Not Applicable	>100+K GSF
Orange Areas	<50K GSF	50K – 100K GSF	>100-200K GSF	>200+K GSF
Yellow Areas	<75K GSF	75K – 150K GSF	>150K GSF	TDM Results Program not required – May be used upon Applicant request

formulation of the plan. If approved by Council, roll-out is expected in July 2019 (FY2020).

Item 5 – Committee Chair/ Vice Chair Vote FY19:

VOTE: The Committee elected Barbra Condos as Chair, replacing Tiffany Anderson, and elected John Mertens as Vice Chair

Ken Hartman, Bethesda-Chevy Chase Regional Services Center Director, announced that his office was working with the District and Montgomery County to generate new economic development in Friendship Heights, which has lost a few businesses. **Derrick Harrigan** is the new contact for urban concerns in the Bethesda area and will attend future Committee meetings.

Item 6 – Marketing Outreach Update: Sharp & Co, TMD staff outreach, introduced new team member **Morgan Bassford**. Other announcements:

- Planning meetings and outreach efforts underway promoting the fall Walk & Ride Challenge
- Bike to Work Day 2018 was a success despite the rain.

Item 7 – Updates: Mr. Carlson announced that the Commuter Survey will be sent out this fall to selected employers. He encouraged everyone to participate in the survey if they receive one.

Item 8 – Around the Room:

- Issues at the intersection of Wisconsin Circle and Wisconsin Avenue
- Suggestion of free transit if attend sporting events
- The need for enforcement of Pedestrian activated signals

Adjourn: Next meeting date: Sept. 11, 2018

**Friendship Heights
Transportation Management District
Advisory Committee
September 18, 2018**

Voting Members

Barbara Condos (Vice Chair)	Town of Somerset
Elizabeth Demetra Harris	Friendship Heights Village
John Mertens	Friendship Heights Village

Non-Voting Members

Sandra L. Brecher	MCDOT/Transportation Policy-Commuter Services
Derrick Harrigan	B-CC Services Center

TMD Staff

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

Absent

Tiffany Anderson (Chair)	Chevy Chase Land Company
Charles Crerand	CBRE Asset Services/Wisconsin Place
Joe Dixon	GEICO
Chief John Fitzgerald	Chevy Chase Village Police
Christopher Itteilag	Somerset House Management Association
Katie Mencarini	M-NCPPC
Manuel Ochoa	Citizens Coordinating Committee on Friendship Heights
Afua Ofori	Polinger Co./Large Employer

Guests

Morgan Bassford	Sharp & Co.
Bob Joiner	The Agenda News

Item 1 & 2 – Introductions/Minutes: Members and guests introduced themselves. Minutes were tabled for lack of quorum.

Item 3 – NextGen TDM: Sandra Brecher gave a presentation on NextGen TDM, the proposal to apply transportation demand management (TDM) county-wide. The proposed legislation seeks to modify Chapter 42A of the County Code as it applies to TDM legislation:

- Changes to Chapter 42A include eliminating individually negotiated traffic mitigation agreements (TMAGs) for new developments. Developers, depending on size of the development and proximity to a Metro station, would be required to meet certain minimum TDM goals.
- The types of TDM plans are mapped according to size of development (regardless of land use) - under 25,000 sq.ft. have no requirements; from 25,000 to 100,000 sq.ft. requirements are based on density criteria (Red, Orange, Yellow policy areas).
- Red, Orange and Yellow policy area plans dictate the type of TDM plan used for developments based on square footage.

- TDM program levels:
 - Level 1 TDM Basic – a business point of contact, facilitate outreach activities, provide Real time transportation info, survey participation.
 - Level 2 Action program – middle range program, developer funds TDM strategies to achieving non-auto driver mode share (NADMS) goal.
 - Level 3 Results program – developments of 100,000 sq.ft. or more required to achieve NADMS goals within 6 years, includes independent monitoring by approved consultant.
 - Self-monitoring of program by giving developers the choice to change program elements not working. If the plan is not contributing to the NADMS goal, then funding commitments need to be made to finance transportation programs to achieve the goal.
 - If goal is achieved, then awards are based on TDM fee rebate.
- The current \$0.10 per square foot TMD fee is applied to commercial buildings and to multi-unit residential development since both are being served by the TMD.
- Increased funding required to improve Action program level 2 and Results program level 3 funding is for the companies own use and not given to the County – it's up to the developer to decide how program funds are spent to achieve NADMS goals.
- If company does not achieve NADMS goals after six years, it would be required to add up to one multiple of TDM fee (e.g., spend up to \$0.10 per square foot to augment current programs to achieve goal). If 8 years out and not achieving goal 4 times of TMD fee (.40 per square foot) will be required to fund transit options.
- A hearing will be scheduled for the proposed changes after Council review of the Bill.
- An important TDM strategy is to reduce parking incentives which counter achieving TDM goals by unbundling parking in lease agreements.

Ms. Brecher explained why separate traffic mitigation plans are needed for both the developers and employers occupying space inside the development, as employers have a direct impact on mode share goals via employees.

Item 4 – TMD Marketing Outreach Update: Morgan Bassford of Sharp & Co. announced:

- Commuter Information Days planned twice a week in the Friendship Heights area
- Car Free Day – Friday, September 21
- Promoting the Walk & Ride Challenge to all Friendship Heights employers
- Updating the business contact database for point of contact liaisons – discussion followed regarding difficulty entering businesses to conduct outreach and keeping lines of communication open

Item 5 – Updates

- Car Free Day Friday, 9/21 & Saturday 9/22 - On 9/22 Ride On extRa offering discounted service to Black Hills park and the Outlets in Clarksburg
- Park(ing) Day Friday, 9/21
- Donate a Bike Day October 26
- Dockless pilot project continues in Silver Spring. Two companies have withdrawn (Ofo & MoBike); LimeBike and Spin remaining, with LimeBike the only visible presence
- County is looking at expanding dockless pilot to include e-bikes and scooters – prohibited areas can be geo-fenced; however, not a finely tuned process

- Toole Design did dockless analysis – first, the community complained that there were too many bikes; now there are too few. Balancing supply and demand remains a challenge.

Item 6 – Around the Room:

- The Village of Friendship Heights Shuttle is in awful condition, creating a hazard for mobility impaired riders – shuttle bus service contracted with Armeey

Item 7 – Adjourn: Next meeting date: Nov. 13, 2018

Press Releases

News » Press Releases » Release

Elrich to Hold First of Five FY20 Operating Budget Forums Jan. 14

For Immediate Release: Thursday, January 3, 2019

Montgomery County Executive Marc Elrich is holding the first of five budget forums on Monday, Jan. 14, to seek input from residents about Fiscal Year 2020 (FY20) Operating Budget priorities. The forum will begin at 7 p.m. at the BlackRock Center for the Arts, at 12901 Town Commons Drive in Germantown.

"It is very important for me to hear from the public as we prepare the budget," said Elrich. "I invite residents, our business community and nonprofit representatives to attend any of the upcoming budget forums to let me know your priorities."

Additional FY20 Operating Budget forums are scheduled as follows:

- **Wednesday, Jan. 16 – 7 p.m.** – Silver Spring Civic Building, One Veterans Place, Silver Spring.
- **Tuesday, Jan. 22 – 7 p.m.** – Eastern Montgomery Regional Services Center, 3300 Briggs Chaney Road, Silver Spring.
- **Wednesday, Jan. 23 – 7 p.m.** – Mid-County Recreation Center, 2004 Queensguard Road, Silver Spring.
- **Monday, Feb. 4 – 7 p.m.** – Bethesda-Chevy Chase High School, 4301 East West Hwy, Bethesda.

The County Executive will announce his Recommended FY20 Operating Budget on March 15.

The County Council approves the operating budget at the end of May. Sign language interpreter services will be provided only upon request with notice as far in advance as possible, but no less than 72 hours prior to the event. If these or other services or aids are needed to participate in this activity, call 240-777-6507, Maryland Relay 711 or email a request to Karen.falcon@montgomerycountymd.gov.

Join Montgomery County's conversation about the FY20 Operating Budget on social media and help raise awareness by using #MoCoBudget20.

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Media Contact:

Release ID: 19-002

Media Contact: Ohene Gyapong 240-777-6507

Washington Metropolitan Area Transit Authority

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For immediate release: January 2, 2019

Metro to welcome bicycles on trains at rush hour

Starting next week, Metro customers will be able to bring their bikes with them on the train – at any time – as Metro ends a longstanding restriction that prohibited bicycles during rush hours.

The policy change, which takes effect Monday, is expected to make Metrorail a more attractive travel option for reverse commuters (i.e. customers traveling outbound in the morning and inbound in the evening) who want to take their bike to travel between the rail station and their workplace.

Metro reviewed its policy and determined that it could respond to requests from the bicycling community by ending the rush-hour bike restriction without significant negative effects. The review took into account that the majority of rush-hour trains are 8 cars in length (the longest possible), and that new 7000-series trains provide more open space.

“We received requests from Washington Area Bicyclist Association (WABA) and others in the bicycle community asking us to take a fresh look at our policy,” said Metro Chief Operating Officer Joe Leader. “We believe this change supports ridership growth by Metro and a commuting option for those who want to have a bike with them.”

The Washington Area Bicyclist Association welcomed today’s announcement. “Bicycling extends the reach of Metrorail for customers at the beginning and end of their trip. Members of the community have long wanted the option to bring a bicycle along with them on their rush hour trips, especially reverse commuters,” said Greg Billing, WABA Executive Director. “I have to say that we’re pleasantly surprised with how flexible and accommodating Metro has been in responding quickly to this request. We are grateful to leadership at Metro for this policy change to permit bicycles during all hours of Metrorail operations.”

When Metrorail first opened, bikes were not allowed in the system at all. Since then, Metro has incrementally loosened restrictions without significant problems. Bikes were first allowed in 1982, with a paid permit on weekends and holidays only. The days and hours when bikes were allowed gradually expanded over time. Permits were eliminated in 1998, and the current policy was established in 2001, allowing bikes at all hours except weekdays from 7-10 a.m. and 4-7 p.m.

Starting Monday, standard-size bikes will be allowed at all times, on any car of any train, provided that space is available. Customers with bikes are reminded to use the doors at either end of the railcar – not the center doors – and to avoid blocking doors or aisles. Metro will monitor implementation of the new policy to determine whether any modifications are necessary. In addition, Metro reserves the ability to restrict bicycles on the rail system during major events drawing high ridership, such as July 4 fireworks and Inauguration Day.

Customers can also bring their bikes with them on Metrobus. All 1,500 Metrobuses are equipped with a rack on the front that can accommodate up to two full-size bikes at a time.

Roughly 0.8 percent of Metro customers arrived at their rail station by bike in 2016. The WMATA Board has set a goal of increasing that percentage to 2.1 percent by 2020.

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Washington Metropolitan Area Transit Authority

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For immediate release: January 3, 2019

Metro restores free customer parking on Saturdays

In response to customer feedback, Metro will eliminate Saturday parking fees for Metrorail customers beginning this weekend. A \$2 fee had been implemented last February as part of a pilot program.

Riders who use Metrorail will park for free on Saturday, with the exception of designated regional or special events. During large-scale regional events such as Fourth of July, a Presidential Inauguration, marches or other events that draw large crowds Metro may still charge for parking on weekends or federal holidays under a new policy approved by Metro's Board of Directors effective this year.

Weekday parking fees and hours implemented during the pilot period will become permanent. This includes a reduced \$3 parking rate at the West Falls Church and Landover Metrorail stations to encourage ridership.

Parking fees will be collected during the following hours:

Monday – Thursday 7:30 a.m. – 12:30 a.m.

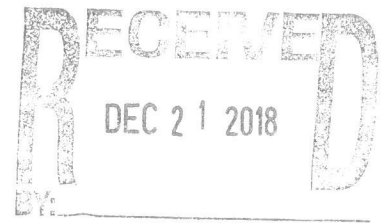
Friday 7:30 a.m. – 2:00 a.m.

Individuals who park at Metro facilities but do not use the Metrorail system are charged a higher "non-rider fee" (ranging from \$8.70-\$10) at the following stations: Branch Ave, Greenbelt, Suitland, Huntington, Dunn Loring, Minnesota Ave, New Carrollton, Franconia-Springfield, Largo Town Center, Rhode Island Ave, Rockville, Twinbrook and White Flint. Metro may expand the use of "non-rider fees" in the future.

Metro is also planning to introduce new payment technology options such as mobile apps or online reservation systems to further improve customers' parking experience.

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BARBARA G. TAUBEN
4450 South Park Avenue, #417
Chevy Chase, Maryland 20815



December 14, 2018

Mr. Gregory Slater, Administrator
Maryland State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21201

RE: District 3 Pedestrian Countdown and Traffic
Signals Construction Project

Dear Mr. Administrator:

Recently I had an opportunity to watch a portion of your November 13 presentation to the Montgomery County Council about pedestrian and traffic safety along State highways in Montgomery County. I learned that the State is concerned about the increasing number of pedestrian safety problems and it intends to focus on making improvements to alleviate those problems.

I hope your concerns will also extend to projects underway that affect other types of pedestrian safety. As a long-time pedestrian safety advocate, a former elected member of the Friendship Heights Village Council, and a former civic association president, I have spent a considerable amount of time working with various staff members of your department. The Maryland State Highway Administration (SHA) recently completed a years-long pending project in this locality of Chevy Chase, Maryland. It took a lot of time and effort to bring about a satisfactory completion of that traffic signal and pedestrian countdown signal upgrade project, located on MD 355 at the intersection of Willard Avenue.

Currently, the State is nearing completion of another traffic signal and pedestrian countdown signal project on MD 355, between South Park Avenue and Willard Ave. This project, too, has been underway for multiple years.

While we appreciate that the work is nearing completion, we are dismayed to see that, at least in one instance, care was not taken to properly place a pedestrian countdown signal. A new pedestrian signal pole has been installed in an unsafe and inappropriate location. It was placed in the middle of the sidewalk, on the West side of Wisconsin Avenue, in front of a building that primarily houses medical offices (5454 Wisconsin Ave.). There is a lot of foot traffic in that area of the Friendship Heights CBD. It is a serious obstacle.

Specifically, the new (not activated yet) countdown pole is about 6ft. from the mid-block crossing curb and about 8ft. from the stairway to the referenced building. That stairway is the main entry point to the building, along a busy sidewalk used by pedestrians moving North and South on Wisconsin Avenue. The enclosed pictures clearly show the problem.

The current placement of the new countdown signal pole will cause problems for pedestrians traversing the area and/or trying to cross MD 355 at the signalized mid-block crossing. It will be a problem especially for those persons with mobility issues or for everyone during poor light conditions at night or during inclement weather. Furthermore, the new placement could cause problems for emergency vehicles; motorists discharging and picking up medical patients; users of motorized wheel chairs and, importantly, for ambulances and rescue vehicles that regularly use that location for emergencies.

It is difficult to understand why the SHA would choose to place the new pedestrian countdown pole in such an inappropriate location, particularly when the old, current countdown pole seems to be properly located.

I hope you will direct the appropriate office to investigate this matter. I look forward to learning what the State will do to review and correct this problem.

Barbara G. Tauben
Bargben@AOL.com

Enclosure

cc: Maryland State Delegate Korman
Montgomery County Councilman Friedson
Friendship Heights Village Council
♥Friendship Heights Transportation Management
District Advisory Committee



Mid Block
STEP OFF
PAD

EXISTING
PED POLE

NEW RED POLE

WEST SIDE
OF MD 355