

**Friendship Heights
Transportation Management District
Advisory Committee
November 13, 2018**

Voting Members

Barbara Condos (Chair)	Town of Somerset
Elizabeth Demetra Harris	Friendship Heights Village
Christopher Itteilag	Somerset House Management Association
John Mertens (Vice Chair)	Friendship Heights Village
Afua Ofori	Polinger Co./Large Employer
Ahkeeia Payne	GEICO

Non-Voting Members

Sandra L. Brecher	MCDOT/Transportation Policy-Commuter Services
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TMD Staff

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

Absent

Tiffany Anderson	Chevy Chase Land Company
Charles Crerand	CBRE Asset Services/Wisconsin Place
Chief John Fitzgerald	Chevy Chase Village Police
Derrick Harrigan	B-CC Services Center
Katie Mencarini	M-NCPPC
Captain Paul Liquorie	MC Police Dist. 2
Manuel Ochoa	Citizens Coordinating Committee on Friendship Heights

Guests

David Anspacher	M-NCPPC
Morgan Bassford	Sharp & Co.
Gary Erenrich	MCDOT
Bob Joiner	The Agenda News
Julian Mansfield	Friendship Heights Village
Richard Podolske	MC Resident

Item 1 & 2 – Introductions/Minutes: Members and guests introduced themselves. The Committee welcomed **Ahkeeia Payne**, replacing **Joe Dixon** of GEICO.

Item 3 – Bicycle Master Plan Update: **David Anspacher**, Bicycle Master Plan Project Manager, updated the Committee on the Plan, which was started at the request of County Council and the Planning Board.

The Plan framework consists of four sections:

- Defining the vision
- How to achieve the vision
- Implementation
- Monitoring over time to report back to the Community

Also discussed:

- The main goals of the Plan are to offer low stress biking on a connected network, to improve safety and benefit the community
- Using data driven objectives, such as a low stress network to achieve goals by constructing bikeways, parking, providing supportive programs and policies
- The classification system is broken down by level of bike separation from traffic:
 - Low stress level – defined by amount of separation between the bike and traffic, such as trails which offer the greatest separation and riding in mixed traffic
 - Higher stress areas require more improvements to increase physical separation of bikes from traffic depending on the biking environments
- Engineering treatments on rural roads involve constructing shoulders as bikeways
- If roads cannot be made safe for biking, nearby parallel roads will be treated for network continuity
- About one quarter of the 1100 miles of County bikeways have been completed

Mr. Anspacher discussed Bikeway recommendations for the Friendship Heights area, which will include separated lanes on Wisconsin Avenue, Friendship Boulevard, Willard Avenue, and to redevelop the trail behind GEICO.

Also discussed:

- The Plan recommends secure bike parking based on evaluating current parking and what would be needed to meet future demand
- Not all Bicycle Pedestrian Priority Areas (BiPPA) have been evaluated and included in the study of the policy area – only 20 out of 34 areas
- Twenty-seven blocks in the Friendship Heights area have unmet short-term parking needs and will require 160 more spaces to fill demand, and additional parking at the Metro station
- Potential long-term bike parking areas were scouted and evaluated based on all transit available, such as MARC, Metrorail, and future bus rapid transit (BRT).
- On the web: www.MCatlas.org/bikeplan to view proposed and existing bike trails
- Program implementation includes education in schools, speed limit lowering policies in residential areas
- Updated design standards & tool kit for design implementation
- Prioritizing bike lanes into tiers 1-4 based on immediate implementation for Tier 1 and a downgrading process for Tier 4 future development when redevelopment takes place – monitoring progress every two years
- Low income areas currently have only half of the connectivity compared to the rest of the County
- Schools also lack connectivity due to most being centrally located on major highways – Safe Routes to School helps to combat

Mr. Anspacher reported that on Nov. 27th Council approved the Bike Plan, with the Planning Board & MNPPC to approve December 2018.

Item 4 – Dockless Bikeshare: Gary Erenrich, MCDOT Director’s Office, discussed expansion of the County’s dockless bikeshare pilot that has been operating for a year in the Silver Spring/Takoma Park area.

Of the four companies that started the pilot, Lime Bike remains and has added 50 e-bikes (electric bikes w/ pedal assist).

Also discussed:

- MCDOT has Memoranda of Understanding with private, for profit companies that operate the system with no funds taken from the County nor revenues given, although this may change in the future
- As companies left the area very few bikes remained in the initial pilot area – companies leaving may be due to the District requirement that e-bikes & pedal bikes be locked to something and not standing alone
- Figuring out maximum speed limits for e-bikes and scooters that have no speedometer – GPS to control speed
- Toole Design Group was used to design the pilot, which included a community survey and field work of checking bikes for safety and proper location
- Initially the oversaturation of bikes brought parking issues, but that has greatly diminished
- 40 bike racks to be installed over a 2-year period
- MCDOT sent letters and other correspondence to the surrounding jurisdictions to choose whether to opt in the expansion or not. Those that do not participate will be geo-fenced out of pilot with trips not starting or ending in prohibited areas, but riders can pass through – penalties may apply
- Data shows riders prefer scooters to pedal bikes
- MCDOT responsibility for operating system will be as a customer service liaison
- Scooters are picked up every night to be charged, and although Lime e-bikes have longer battery life, they are charged nightly by changing battery packs; both are equipped with maintenance indicators
- E-bikes are not allowed to be ridden on sidewalks; however, they may be parked there
- Companies must provide monthly reports and have an online dash board to see how many bikes are ridden by whom and travel patterns used for bike infrastructure prioritization
- Questions MCDOT is asking the Community – should pilot be expanded for another year, include e-bikes/scooters and have minimums or maximums? – Link online for survey
 - <https://www.surveymonkey.com/r/dockless-pilot>
- Many are concerned about safety of scooters on sidewalks (currently not allowed) – Lime Bike scooters removed due to design defect causing them to brake
- Requirements include helmets (not enforced), not ridden on sidewalks, 18-years to ride, send photo of driver's license
- Would like to have bikes/scooters operational late November but highly unlikely
- Scooters and bikes are picked up in inclement weather
- Scooters require practice before riding due to sensitive throttle – trying to provide a space to practice riding in a safe environment. Survey reported that scooters are safer than bikes when comparing accidents per 1,000 riders
- Involving insurance companies in solving right-of-way issues

Item 5 – TMD Marketing Outreach Update: Morgan Bassford reported a meet & greet with a new employer in the area.

Adjourn: Next meeting date: January 8, 2019