

**Friendship Heights
Transportation Management District
Advisory Committee
May 14, 2019**

Voting Members

Barbara Condos (Chair)	Town of Somerset
Charles Crerand	CBRE Asset Services/Wisconsin Place
Elizabeth Demetra Harris	Friendship Heights Village
Christopher Itteilag	Somerset House Management Association
John Mertens (Vice Chair)	Friendship Heights Village
Manuel Ochoa	Citizens Coordinating Committee on Friendship Heights
Ahkeia Payne	GEICO

Non-Voting / Ex Officio

Derrick Harrigan	B-CC Services Center
Katie Mencarini	M-NCPPC

TMD Staff

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

Absent

Sandra L. Brecher	MCDOT/Transportation Policy-Commuter Services
Chief John Fitzgerald	Chevy Chase Village Police
Afua Ofori	Polinger Co./Large Employer

Guests

Bob Joiner	The Agenda News
Julian Mansfield	Friendship Heights Village
Mayor Jeffrey Slavin	Town of Somerset
Stephanie Webber	Sharp & Company

Item 1 & 2 – Introductions/Minutes: Members and guests introduced themselves

Item 3 – Employer Traffic Mitigation Plans & TMP Annual Reports: **Jim Carlson** opened discussion with companies that submitted TMP annual reports and have met the eight County requirements. He asked the Committee to recommend for approval, based on meeting the requirements and other measures taken to meet mode share goal of the TMD. **Mr. Carlson** also discussed:

- The importance of establishing a company point of contact to assist in disseminating information to employees
- How the commuter survey identifies commuting issues with achieving mode share goals during the peak period:
 - Surveys provide only a snapshot of commuting patterns as they are not scientifically based - Commuter Services seeks an 80 percent completion rate

- Although TMP participation is required by law, the County does not currently enforce it to encourage business-friendly communication partnerships; however, NextGen TDM will have stronger, more enforceable guidelines due to its Countywide Traffic Mitigation requirements

Item 4- Dockless e-Bike & e-Scooter Pilot Expansion: Mr. Carlson updated the Committee on the Dockless pilot which is being extended for an additional six months and will include pedal assist e-bikes and e-scooters to improve mobility choices.

- Dockless vehicles service the first mile-last mile commutes
- Personal mobility vehicles help to fulfill the TMD mission of reducing single occupant vehicle (SOV) use by increasing alternatives to transit access for minorities and underserved communities
- Surveys conducted in other cities showed commuters used the e-vehicles to commute to work, school or entertainment and if they were not available would have mostly driven or taken Uber
- Riders could be fined if vehicles are parked outside of geo-fenced areas – the process is still being worked out
- Scooters are recharged every night and e-bikes every three days
- Dockless vehicles will not be allowed in the agricultural areas of the County
- The Maryland Legislature has classified scooters as bikes under State law, but cannot go faster than 15 miles per hour and can be ridden only in the street or on designated paths
- Scooter crash statistics are generally lower compared to number of trips generated – most crashes are first time users and after dark; however, crashes should reduce over time
- State law requires riders 16 years and under to wear a helmet
- E-assist vehicle riders are more likely to comply to with traffic laws, such as stopping at lights/signs due to the ease of restarting them after stopping

Mr. Carlson explained that during the MOU process with Dockless vehicles the County seeks to provide safety by:

- Providing rider training and educating the public on proper parking and right-of-way
- Having contact information easily visible for the public and rapid responses by companies
- Finding the right balance in deployment of vehicles
- The County requires a \$10,000 insurance bond
- Monthly reporting of stats on usage, complaints, accidents

Other points discussed:

- Main complaint is riders not knowing where to park bikes when trip is over
- Using app to deactivate lock and the importance of locking them to prevent theft
- The concern that some potential users have with parking them after a trip and then not being available for return trips
- Possibility of theft as the scooter locks become deactivated when charging
- Hording scooters for increased servicing payment
- Little or no training and lack of oversight leading to improper servicing of vehicles and the importance of making companies liable
- Questions and comments can be directed to 311 customer service

Item 5 – Employer Outreach Update: Announced:

- Bike to Work Day-Friday May 17th

Item 6 – Updates:

- City cycling class on June 1st
- Installing ped activated HAWK beacons

Item 7 – New Business/Around the Room: Committee discussion regarding how some HAWK traffic light designs are not changing driver behavior due to pedestrian false sense of security created by the improperly designed lights that flash yellow to warn drivers, but not turning red to force them to stop.

Adjourn: Next Meeting – July 9, 2019