

**Greater Shady Grove  
Transportation Management District  
Advisory Committee  
September 18, 2019**

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**Voting**

**John Brandt** / Universities at Shady Grove  
**Benjamin Garcia** / Neighborhood Representative  
**Steve Kelley** / NIH – National Cancer Institute

**Ex Officio**

**Sandra Brecher** / Representing MC Dept. of Transportation (MCDOT) Director  
**Catherine Matthews** / Upcounty Regional Services Center  
**Alyssa Roff** / City of Gaithersburg

**Staff**

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

**Absent**

**Capt. Thomas Didone** / Montgomery County Police  
**Amy Frieder** / Neighborhood Representative  
**McClellan Quinn** / EYA  
**Paul Yanoshik** / RE/MAX Realty Services

**Guests**

**Jennifer Bolick** / Van Eperen  
**Gehmelle Johnson** / NIH-National Cancer Institute  
**Patrick Reed** / M-NCPPC  
**Laura Van Eperen** / Van Eperen

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**Item 1 & 2 – Introductions/Minutes:** Members and guests introduced themselves. Minutes were tabled.

**Item 3 – Shady Grove Minor Master Plan Update: Transportation Conditions:** **Patrick Reed**, M-NCPPC Planning Area 2 Planner, briefed the Committee on existing conditions in Shady Grove from a transportation perspective, with an emphasis on the Vision Zero initiative to eliminate traffic deaths by 2030. **Mr. Reed** explained that intersections with the highest number of crashes will direct the construction efforts. He explained that intersections in the plan area that have high volume of non-motorist & pedestrian crashes are impacted by high traffic speeds and volume, and poor crossing locations; the County will be using engineering to improve safety in the long and short term. The goal is to reduce crashes overall and eliminate those that are potentially serious or fatal. **Mr. Reed** continued with existing conditions:

- Vehicle speed plays a major role in increasing the severity of crashes. The faster a vehicle is traveling, the smaller the view a driver has of conditions ahead ('tunnel vision').

- The percentage of speeders on Shady Grove Road is 48 percent and Crabbs Branch is 56 percent. Both are considered part of a HIN (“High Injury Network” formerly HIA) where speeding is a factor in crashes.
- One purpose of the Master Plan redesign is to provide safe, walkable communities for transit access – using engineering design to remedy hard to reach bus stops and schools.
- There has been a decline in transit ridership nationally; however, Metrorail is doing better than buses (commuter included), and urban areas perform better than non-urban.
- The purpose of staging the Shady Grove Minor Master Plan is to help ensure that infrastructure needs keep pace with development.
- Since 2006, when the plan was instituted, changes have occurred (creation of the TMD and commuter outreach efforts) and the plan is being reviewed in light of new projects and initiatives, such as Bus Rapid Transit & Vision Zero.
- Staging plan limits call for an interchange at Crabbs Branch & Route 355 – interchanges are grade separated roads that allow traffic to flow on top of one another – and Metro access on East Guide Drive

The Subdivision Staging Policy (SSP) sets limits on development in the Greater Shady Grove area and makes recommendations regarding intersections, traffic flow and transit. The current SSP limits are 3,504 housing units or 2,650 jobs. The Sector Plan build-out has alternatives allowing for more density which increases the need for added amenities such as retail.

- The SSP allows planners to look at the balance of land use and transportation by using a travel demand modeling process that poses scenarios based on the number of cars on the road and the level of operation at intersections.
- Each intersection has to meet a threshold delay: how much time it takes for a vehicle to cross an intersection – 120 seconds in the Shady Grove core area; Derwood 53 seconds; the City of Rockville 63 seconds.
- City of Rockville has its own planning authority and uses critical lane volume in addition to vehicle delay to evaluate intersections.
- Although intersections may function well according to modeling, drivers frequently disagree because they are waiting in traffic – especially if they are passing through a more constrained leg of the intersection.
- Vehicle delay threshold measures only traffic, not pedestrians, posing limitations; so other measurements for used for a more holistic result.
- Projections are used to account for future development such as BRT, two low occupancy toll lanes and Crabbs Branch access to Shady Grove Metro
- The need to examine both vehicle and pedestrian delay at intersections is important due to drivers becoming impatient and disobeying pedestrian signals, resulting in crashes.

**Mr. Reed** discussed some of the proposed updates for the Greater Shady Grove area such as increasing the Non-Auto Driver Mode Share (NADMS) to 50 percent, restricting parking and incentivizing employees with transit benefits. Also removing a turning lane at Crabbs Branch & Redland Road to improve pedestrian conditions, maintaining mid-block crossings and reducing speeds to 25 mph. Also discussed:

- The Committee discussed concerns regarding pedestrian walkability along Crabbs Branch between Shady Grove & Redland Road, and relocation of School Bus Depot – Vision Zero recommendations to be included in Master Plan review project.

- The Planning Department does not handle traffic operations and can only provide recommendations. MCDOT is the implementing agency.
- Further discussion focused on policies promoting pedestrian mobility and level of comfort at intersections, such as crossing delay, ADA accessibility and detectable warning strips.
- Bike pathways must be kept clean; there are concerns regarding the hazardous conditions posed by debris in bike lanes, especially since the news of a fatality caused by a trash can blocking cyclist right of way.

**Item 4 – Traffic Mitigation Plans & TMP Annual Reports:** **Jim Carlson** provided a summary of organizations that have met the eight required elements of a TMP. Three new employers submitted new plans that meet the requirements and go well beyond. He noted that Maryland Speech & Language was good at promoting telework with 60 percent participation.

**The Committee recommended to MCDOT’s Director to approve plans.**

**Item 5 – Marketing Outreach Update:**

- The Walk & Ride Challenge is underway with two more weeks to go – there has been an increase in teams and business participation
- Car Free Day coming up September 20-23, 2019 – promotion at Shady Grove Metro
- City Cycling class coming up in October for 1<sup>st</sup> time riders
- Shady Grove Community Bike Ride September 28 – beginning at Shady Grove Metro
- Commuter Survey coming up – resident communities and employers

**Item 6 – County Updates;**

- Upcounty Citizens Advisory Board meeting on October 21 – presentation on Monorail system and county priorities discussion by Councilmember **Will Jawando**
- Park(ing) Day coming up Friday, September 20 – turn parking spaces into green spaces
- Ride On schedule changes took effect September 15
- 84<sup>th</sup> Capital Bikeshare station opened in celebration of new Wheaton Library
- Dockless vehicle program likely to be extended another six months with the addition of e-vehicles – MCDOT working on safety and proper parking of vehicles
- Building construction for the NCI building is on schedule with occupancy starting in December

**Item 7 – New Business/Around the Room:**

- **Steve Kelly** discussed the restrictions that federal agencies such as NIH-NCI have when promoting advertisements and requested that such information as to who is sponsoring the event be made clear
- The issue of e-scooters blocking right of way – scooters are shut down between 10pm – 5am
- Upgrading the FareShare Program to entice more employer participation – Commuter Services staff met with Councilmember **Andrew Friedson**, who advocates to continue the program
- Climate Change Workgroup mandated to reduce Greenhouse Gas Emissions to 80 percent by 2027 and 100% by 2035

**Adjourn**