

**Greater Shady Grove  
Transportation Management District  
Advisory Committee  
July 19, 2023**

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**Voting**

**Steve Kelley** / NIH – National Cancer Institute  
**Benjamin Garcia** / Westside at Shady Grove Metro

**Ex Officio**

**Jake Adler** / Upcounty Regional Services Center  
**Greg Wims** / Upcounty Regional Services Center  
**Kirk Eby** / City of Gaithersburg  
**Michael Wahl** / Universities at Shady Grove

**Staff**

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

**Absent**

**Sandra Brecher** / Representing MC Dept. of Transportation (MCDOT) Director  
**Paul Yanoshik** / RE/MAX Realty Services

**Guests**

**David Anspacher** / M-NCPPC  
**Jennifer Bolick** / Van Eperen  
**Gary Erenrich** / MCDOT  
**Gehmelle Johnson** / NIH-National Cancer Institute  
**Laura Van Eperen** / Fovndry

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**Item 1 & 2 – Introductions/Minutes:** **Jim Carlson** called meeting to order. Introductions were tabled and March minutes were submitted for review.

**Item 3 – Montgomery County Bicycle Master Plan Update:** **David Anspacher**, Montgomery County Planning, briefed the Committee on findings of the 2021-2022 Bicycle Master Plan. The plan was approved five years ago by County Council, and progress is monitored by reports submitted to the County Executive. He explained that the findings are to assist in increasing biking by providing a low-stress equitable environment that is accessible for all.

- Trends from 2006-2021 show that biking is generally increasing; however, there is a slower increase in the years since the pandemic as it is difficult to compare pre- & post-pandemic results
- Biking increased slightly for the Shady Grove area, and elementary schools have the greatest increase due to location in residential low-stress neighborhoods
- The target for achieving low-stress biking and connectivity is 83 percent; the County is making slow, steady progress
- The report findings show greatest connectivity in areas where there is greatest investment

- Connectivity to transit is measured by the commuting growth of residential units that are within two miles of transit

**Mr. Anspacher** discussed measuring equity and equal access between high- & low-income residents as findings showed that higher income areas have about half the biking stress level of lower income areas; improving infrastructure funding in low-income areas will increase comfort levels.

- Bike fatalities were decreasing but saw a slight increase in recent years
- An overview of completed and planned bike projects was reviewed
- The bulk of bike project funding comes from the capital budget, as developer participation is gradually increasing – installing separated and on-street bikeways
- Some current and future projects include areas such as Bethesda, Montgomery Village and Olney with mostly capital funding
- Of the existing bike lanes that include separated and on-street, some are funded but not constructed, view <https://mcatlas.org/viewer/> to see bike plan

**Mr. Anspacher** discussed bike parking at facilities such as schools, parks, and other public places. Findings show that installing 8,000 bike racks and bike stations is needed for system improvements. Also reported were the finding recommendations:

- Twelve bike programs, including a wayfinding pilot planned for the White Flint area
- Some of the 22 recommendations included updating the road design standards, called “Complete Streets” and conducting travel surveys to monitor progress
- A system of prioritization for projects for equity standards
- Increasing equity by constructing more bike parking at Title 1 schools which are low income
- Building and operating parking stations at Glenmont Station to increase connectivity to outlying areas

Discussed in the Q & A:

- Construction of the Life Sciences loop planned to begin in FY25-FY26
- Future progress is accelerating as construction of projects become more skilled in rerouting utilities and removing curbs & lanes of traffic to put in biking infrastructure
- As developers are unclear on how to assist in constructing bikeways, Complete Streets provides examples of infrastructure
- The low rates of bike commuting in the Shady Grove area during the pandemic years could be due to the small sample size and lack of commuting during the period
- E-bikes are increasing in popularity and will play a part of future bikeways

**Item 4 – Metro Update:** Gary Erenrich was unable to attend today’s meeting. Jim Carlson shared WMATA briefing points to those in attendance.

**Item 5 – Employer TDM Plans:** Members reviewed employer TDM plan summary and recommended approval.

**Item 6 – Marketing Outreach Update:** Jennifer Bolick reported:

- Continued work with employers to submit their TDM plans
- Getting the word out regarding Metro’s new Lift Program that offers 50 percent reduced fare for low-income SNAP recipients

- Conducting Commuter Information Days (CIDs) with area businesses- NIH
- Advertising the upcoming Walk & Ride Challenge to Businesses

**Item 7 – Updates: Mr. Carlson** reported that Commuter Services won an award for providing transit marketing to business in the region.

**Adjourn: Next joint meeting in September TBD**