

August 27, 2024

Major Michael England
Rockville City Police Department
2 W. Montgomery Avenue
Rockville, Maryland 20850

Re: Red Light Camera Enforcement

Dear Major England,

The Transportation and Mobility Commission (TMC) thanks you for attending the June meeting to discuss the city's red light camera enforcement program. Enforcement is one of the Vision Zero Action Plan action categories and we support the city's efforts to provide automated enforcement as an objective, equitable, and consistent approach to enforcing traffic regulations.

The TMC held a follow-up discussion regarding red light camera enforcement during the July 2024 meeting and we are seeking additional information regarding the city's red light camera program prior. The commission has prepared the following questions and seeks your insight regarding the best method to enhance the red light camera program. The TMC invites you to attend a future meeting for further discussion.

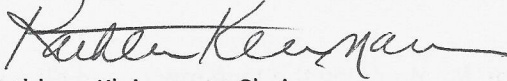
1. Traffic enforcement versus traffic calming. During the June meeting, it was mentioned that red light cameras should not be used to calm traffic. Can you provide additional information on this? While we concur that traffic calming and speed reduction improvements more proactively address motorists that exceed the posted limit, red light cameras help address a specific concern; motorists not following traffic lights. Wouldn't red light cameras result in long term behavior change for motorists?
2. Online mapping. During the June meeting, we were able to view the city's online map showing the city's red light cameras. However, the county also has red light cameras in Rockville. Can the RCPD add those cameras to the online map?
3. Intersection criteria. What are the criteria for an intersection to be considered for a red light camera?
4. Citation thresholds. Since the red light cameras are revenue neutral, there is a threshold of potential issue citations that must be met before the vendor will agree to adding a camera or moving a camera on city streets. What is this threshold? Are there any city maintained intersections that do not have a red light camera currently, but may meet this threshold?
5. State roadways. Earlier this month, the Maryland Department of Transportation Office of Traffic Safety released updated guidelines for the installation of red light cameras on state highways or at state highway administration signals. Under these new guidelines, a request for a new red light camera can be reviewed by the state within three months (77 business days). Are there any state roadway intersections that would benefit from automated red light enforcement?

The TMC believes that automated enforcement will continue to play an important role in the city's Vision Zero program as well as improving overall motorist behavior. We thank you in advance for your time to further discuss automated red light enforcement in Rockville.

We will be meeting in September on the 27th and welcome you to attend for further discussion.

Please do not hesitate to contact me or through the Commission's staff liaison, Bryan Barnett-Woods at bbwoods@rockvillemd.gov, should you have any questions.

Thank you,

A handwritten signature in black ink, appearing to read 'Kathleen Kleinmann', written in a cursive style.

Kathleen Kleinmann, Chair
Rockville Transportation and Mobility Commission

Cc: Victor Brito, Chief of Police

Jeff Mihelich, City Manager

Craig Simoneau, Director, Department of Public Works

August 27, 2024

Hon. Mayor Monique Ashton and City Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Rockville Metrorail Station Visioning Study

Dear Mayor Ashton and Members of the City Council,

The Traffic and Mobility Commission (TMC) has been paying close attention to the city's progress on the Rockville Metrorail Station Visioning Study, both when it was a separate project and most recently as a component of the Rockville Town Center Master Plan. While the TMC has provided the Planning Commission and the Mayor and Council with comments related to the Rockville Town Center Master Plan, those comments did not include the Rockville Metrorail Station Visioning Study.

The TMC supports the recommended development concept of the study. The TMC concurs that this is a practical alternative that can be implemented by WMATA and the city with available resources and will lead to redeveloping the area surround the Metrorail Station into an attractive station, hosting a mix of uses and amenities, providing both convenient transit connections, and opportunities to support further economic development in Rockville. The other development concepts, reconstruction of 255 Rockville Pike or undergrounding Rockville Pike, included real obstacles to implementation and would likely have prevented opportunities for redevelopment had they been selected. The TMC also recognizes that the preferred concept does not preclude the consideration and further exploration of those alternatives in the future when their implementation may be more feasible.

In addition to supporting the preferred development concept, the TMC provides the following comments for your consideration.

1. Pedestrian bridge over Rockville Pike (MD 355). This bridge is the best option for pedestrians crossing MD 355 and both the city and WMATA should make additional efforts to provide clear directional signage for rail users to access the pedestrian bridge. Also, the TMC recommends additional lighting and other safety measures be provided on the pedestrian bridge so that a pedestrian's personal sense of security is improved. Furthermore, the city should improve the pedestrian plaza and park between the pedestrian bridge and Monroe Street so that it is more welcoming and comfortable for all pedestrians.
2. Bridge extension over boarding platforms and rail tracks. The preferred development concept includes an additional "add-on" pedestrian bridge extension that would be constructed over the railroad tracks and would provide access to the boarding platforms. The TMC supports this "add-on" pedestrian bridge extension. The current configuration does not encourage use of the pedestrian bridge because it requires transit users to travel down a level and then up two levels to access the pedestrian bridge. Since "add-on" is likely to be expensive and cannot be funded in part by WMATA, the TMC recommends that the city explore this improvement in a future feasibility study and cost benefit analysis.
3. Wayfinding. As part of any redevelopment of the Metrorail station and surrounding area, it is necessary to provide new and comprehensive wayfinding. Wayfinding should not only provide

direction to transit users and pedestrians to trains, connecting transit modes, and the station entrances, but also to the pedestrian bridge, the Rockville Town Center/Town Square, County and City offices, and nearby parks. The wayfinding should also be designed consistently with the city's new logo and branding, and other wayfinding in Rockville.

4. Crossing Rockville Pike (MD 355). The most difficult part of accessing the Metrorail station is crossing Rockville Pike. While the TMC posits the pedestrian bridge as the primary entrance to the station, many residents and visitors will continue to cross Rockville Pike at Monroe Place/Church Street and at E. Middle Lane/Park Road. MDOT SHA recently audited these intersections in response to the city's request and installed no turn on red and flex posts to the Monroe Place/Church Street intersection and new crosswalk markings to the E. Middle Lane/Park Road intersection. The TMC recommends the city and any future redevelopment coordinate with MDOT SHA to carry out additional improvements at these intersections and consider pedestrian refuge medians, more lighting, leading pedestrian intervals, pedestrian recall, and other improvements. The need for additional pedestrian improvements at these intersections will be reinforced when the BRT is operational.
5. Incremental zoning east of the Metrorail station. The proposed redevelopment concept includes approximately 1,180 new residential units, a 25,000 square foot train hall, and 10,000 square feet of open space. This will create a significantly different development pattern compared to the single-family homes east of S. Stonestreet Avenue. The TMC recommends that the blocks west of Grandin Avenue be rezoned to increase their densities or to permit incremental densities. This would permit those property owners to redevelop their own properties and create a smoother gradient between the Metrorail station area the residential area to the east.

The TMC requests the Mayor and Council consider these comments when reviewing the Rockville Town Center Master Plan draft and incorporate them as appropriate. The Rockville Metrorail Station development vision and the Rockville Town Center Master Plan will help provide direction for the city to create an engaging and active community to benefit residents and visitors alike.

Please feel free to contact me should you have any questions or would like to discuss further.

Thank you,



Kathleen Kleinmann, Chair

Rockville Transportation and Mobility Commission

October 23, 2024

Hon. Mayor Monique Ashton and Members of the Rockville City Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Residential Parking Permit Area Designation – 1000 and 1100 blocks of Lewis Avenue

Dear Honorable Mayor Ashton and Councilmembers,

Section 23-44(c) of the City Code provides the Transportation and Mobility Commission the authority to consider and decide requests for the designation or revocation of a permit parking area encompassing more than fifteen households. On August 5, 2024, Department of Public Works (DPW) staff received a completed petition by residents to request to designate the 1000 and 1100 blocks of Lewis Avenue and 1100 block of Clagett Drive as a residential parking permit area.

The intent of this proposed residential parking permit zone is to divert on-street parking demand along Lewis Avenue and Clagett Drive from motorists who do not live along these streets. Residents have raised concerns related to challenges finding on-street parking near their properties, motorists parking on the street and loitering in the neighborhood, and reduced visibility from parked vehicles when trying to access Lewis Avenue.

The Transportation and Mobility Commission held a public hearing to discuss the parking permit designation request on September 24, 2024. DPW staff followed the city code to provide notice to residents. A notification of the completed petition and opportunity to submit comments was mailed to residents on August 13, 2024. A notice of the TMC public hearing was published in the September 9, 2024, Washington Post. Also, a second letter was mailed to residents on September 9, 2024, providing notice of the September 24, 2024, TMC meeting and public hearing.

Prior to the September 24, 2024, TMC meeting, DPW staff received nine emailed comments; four in support of a parking permit designation on Lewis Avenue, three opposed to a residential parking permit designation on Clagett Drive, and one comment raising concerns related to the cost of a parking permit. During the public hearing residents in support of the parking permit designation raised similar concerns as mentioned in the email comments and initial request related to inability to find nearby parking, loitering of motorists, and visibility concerns. Residents opposing the parking permit designation along Clagett Drive raised concerns related to cost, equity, and potential for this to shift the parking issues further into the neighborhood.

During the September 24, 2024, TMC meeting, the commission moved to approve the residential parking permit designation request for the 1000 and 1100 blocks of Lewis Avenue.

Moreover, the commission decided to further discuss the Clagett Drive residential parking permit designation, make the decision at the October 22, 2024, commission meeting and to accept additional comments from residents. However, the commission did not have a quorum on October 22, 2024, and was not able to make a final decision regarding Clagett Drive. The commission is coordinating with DPW staff regarding the best approach to advance the Clagett Drive residential parking permit designation request.

Section 23-44(g) of the City Code provides the Transportation and Mobility Commission to submit their decision in writing to the City Clerk's Office within 30 days of the close of the record of the public hearing. The City Clerk shall provide this decision to the Mayor and Council, who have 30 days to rescind or modify the decision. If no action is taken within 30 days, or if the Mayor and Council chooses to approve the commission's decision, the decision of the commission will become effective.

Residential Parking Permit Area Designation – 1000 and 1100 blocks of Lewis Avenue

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The TMC has decided to approve the residential parking permit designation as requested by the residents for the 1000 and 1100 blocks of Lewis Avenue. DPW staff will extend the Twinbrook Metro – C parking permit district to the 1000 and 1100 blocks of Lewis Avenue if no action is taken after 30 days or if this request is approved by the Mayor and Council.

No change will take place along the 1100 block of Clagett Drive at this time.

Please let us know if you have any questions.

Thank you,

A handwritten signature in blue ink, appearing to read 'Kathleen Kleinmann', is written over the printed name.

Kathleen Kleinmann, Chair
Rockville Transportation and Mobility Commission

cc: Craig L. Simoneau, P.E., Director, Department of Public Works
Emad Elshafei, Chief, Division of Traffic and Transportation, Department of Public Works

February 25, 2025

Mr. Kanathur Srikanth, Deputy Executive Director
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

RE: Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP),
City of Rockville Rollins-Twinbrook Complete Streets Application Support

Dear Mr. Srikanth,

The Rockville Transportation and Mobility Commission (TMC), strongly supports the City's TLC/RRSP application, "Rollins-Twinbrook Complete Streets Feasibility Study." This project advances Rockville's efforts to provide multimodal streets for people to safely walk, roll, bike, and take transit.

The members of the TMC are appointed by the Mayor and Council to advise on transportation issues and opportunities, traffic impacts related to development, and the interaction between travel modes. The TMC recognizes this project as an important step toward building equity among transportation modes and increasing overall roadway safety in Rockville.

The Rollins-Twinbrook project would build on the City's in-development bicycle network, including intersections with Congressional Lane and East Jefferson Street, which are currently being evaluated for potential bicycle facilities via a FY 25 TLC project and a Maryland Bikeways project, respectively; it also intersects the planned Rockville Pike National Capital Trail Network facility and the Bethesda Trolley Trail leading to Montgomery County. The proposed feasibility study is within an MWCOG Activity Center and an Equity Emphasis area and provides access to small businesses, shopping centers, the Rollins Park and Montrose residential communities, and the Montrose Community Center and Park.

This project contributes to the City's Vision Zero Action Plan, which recommends expanding the pedestrian and bicycle network; the Bikeway Master Plan, which recommends a shared roadway along Rollins Avenue and Twinbrook Parkway; and the Pedestrian Master Plan, which seeks to improve the overall pedestrian experience and environment in Rockville. Moreover, a Complete Street is designed for the safety of everyone, and Complete Streets have been shown to reduce illegal speeding, to the benefit all road users. A feasibility study is a necessary first step to identify actionable improvements the city can include in a future capital budget.

If this project is approved, the TMC will work to support the study, provide comments on design alternatives, and participate in public outreach efforts. We support the City's application and their continued work towards a more equitable and multimodal transportation system.

Should you have any questions about this project, please do not hesitate to contact Bryan Barnett-Woods, Principal Transportation Planner, at 240-314-8527 or bbwoods@rockvillemd.gov.

Sincerely,



Kathleen Kleinmann, Chair
Transportation and Mobility Commission, City of Rockville

April 22, 2025

The Honorable Mayor Monique Ashton
The Honorable Councilmember Kate Fulton
The Honorable Councilmember Barry Jackson
The Honorable Councilmember David Myles, M.D.
The Honorable Councilmember Izola Shaw
The Honorable Councilmember Marissa Valeri
The Honorable Councilmember Adam Van Grack

City of Rockville
111 Maryland Avenue
Rockville, MD 20850

RE: Transportation and Mobility Commission FY 26 Budget Comments

Dear Madame Mayor and Councilmembers,

Thank you for your continued support of the City of Rockville's multimodal transportation system. A comprehensive, safe, and convenient transportation network is a critical component of a thriving community, economic resilience, and a sustainable future. The Transportation and Mobility Commission (TMC) works to provide guidance to the City of Rockville as it relates to transportation projects and policies, and to lend insight regarding the best approaches for addressing transportation issues in the City.

The TMC supports the City's past efforts to improve and maintain the multimodal transportation network and to complete these projects in a timely manner. Moreover, TMC supports the increase in funding for future fiscal years for Sidewalks (TE 26), continued funding for Pedestrian and Bicycle Safety (TD26), and increasing the funding for Concrete Repair & Replacement (TC26), which will be used for retrofitting sidewalks and driveway aprons to meet accessibility standards. Lastly, the TMC supports the new budget item to funding Traffic Signal Upgrades (TF26), which also help contribute to improve intersections with past crash histories.

The budget will make a measurable impact in Rockville. These projects have been identified as priorities by the TMC and will help eliminate serious injuries and deaths caused by traffic crashes, provide for better facilities for people walking and rolling, maintain a vital roadway network throughout the City, ensure that the City can meet the technology needs of future motorists, advance Complete Streets projects, and help educate children.

The City of Rockville's Comprehensive Plan, neighborhood plans, Climate Action Plan, and Vision Zero Action Plan all recognize the vital link that an effective transportation network contributes to economic development, sustainable communities, social activity, and resiliency through the generations. Furthermore, the TMC supports the

recommendations provided by the Rockville Pedestrian Advocacy Committee and the Rockville Bicycle Advisory Committee.

Thank you for the time and dedication you have shown to support a more comprehensive transportation network in Rockville and for your implementation of TMC priorities in this year's budget.

I would be happy to discuss further should you have any questions and look forward to our ongoing cooperation with you and City staff towards a better Rockville.

Sincerely,



Kathleen Kleinmann, Chair
City of Rockville Transportation and Mobility Commission

April 22, 2025

Craig Simoneau, Director
Department of Public Works
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

RE: Transportation and Mobility Commission Comments for the Congressional Lane Complete Street Study

Dear Mr. Simoneau,

The Transportation and Mobility Commission (TMC) appreciates the opportunity to provide comments on the city's ongoing Congressional Lane Complete Street study. Congressional Lane is in a multimodal neighborhood with diverse uses and the street currently includes people driving, biking, walking, rolling, and taking transit. TMC supports the city's efforts to improve travel options and safety for all road users.

The Congressional Lane Complete Street study is evaluating three options to improve roadway safety on Congressional Lane. City staff shared the three options with TMC during the March 2025, meeting, and TMC members attended the March 27, 2025, virtual public meeting to discuss the project. TMC requests the Department of Public Works consider the following comments.

Since Congressional Lane already has sidewalks on both sides of the street, the most noticeable change in the proposed options is the inclusion of on-street bicycle facilities. TMC recognizes that separated on-street bicycle lanes can encourage biking trips by decreasing the level of traffic stress for cyclists and increasing safety. They also contribute to an improved pedestrian environment by reducing motor vehicle travel lane widths to encourage lower vehicle speeds and increase visibility of pedestrians by eliminating on-street parking, which can block pedestrians. However, the TMC is concerned about options that would remove all on-street parking in the residential section between Rollins Avenue and E. Jefferson Street. This parking is well used by both residents in the Montrose community and by those visiting Montrose Park and daycare. If this parking is removed, residents along Congressional Lane and people visiting Montrose Park will likely seek on-street parking elsewhere, which could impact traffic patterns and availability of on-street parking in adjacent neighborhoods.

The TMC supports the realignment of the curb ramp at 121 Congressional Lane. This improvement will improve ADA access along this sidewalk and is included in all options.

TMC supports Option 2.

Option 2 proposes a shared roadway, or sharrows, along the residential section of Congressional Lane between Rollins Avenue and E. Jefferson Street, and a separated bicycle lane along the commercial section of Congressional Lane between E. Jefferson Street and Rockville Pike. While a shared roadway does not provide the same safety benefits of dedicated

bicycle lanes, this option will maintain on-street parking for residents and visitors, and provide a speed hump and raise crossing along the residential portion. The collected data for this study indicated that the residential section of Congressional Lane had fewer crashes than the commercial portion. We anticipate the additional speed humps will help encourage motorists to travel the posted limit and increase safety and comfort for people bicycling on this section. This option also includes separated bicycle lanes along the commercial section of the street, with a pedestrian refuge median at the mid-block crossing, which will increase that section's bicycle level of comfort, pedestrian safety, and help address past crashes. Additionally, the commercial section's current width will allow most on-street parking to remain.

In addition to the proposed improvements, TMC recommends the following enhancements be added to Congressional Lane regardless of which option is chosen.

1. **Eliminate the "free right turn" at Congressional Lane and Rockville Pike.** Free right turns are designed to facilitate higher speed motor vehicle turning movements and more through put at intersections. This is in direct conflict with increasing multimodal safety. Lower motor vehicle speeds are important for improving safety along streets with multiple modes and activities, such as Congressional Lane. However, this type of right turn does not improve safety for pedestrians and cyclists and can create an even less safe situation where motorists will not be looking for these road users when turning onto Congressional Lane. The TMC recommends this plan remove the right turn slip lane at the Congressional Lane and Rockville Pike intersection and replace it with a standard right-turn lane.
2. **Provide a marked crosswalk crossing Congressional Lane at the bus stop.** There is a well-used bus stop roughly 500 feet west of E. Jefferson Street. Transit riders using this bus stop will cross mid-block to access the Rollins Park apartments. Option 2 includes a speed hump in this area. TMC recommends the speed hump be positioned closer to the bus stop and be replaced as a raised crossing.
3. **ADA and PROWAG Compliance.** While improvements shown in the options include detectable warning surfaces and curb ramps that would meet ADA accessibility requirements and PROWAG standards, TMC recommends the Department of Public Works include text in the study that all improvements shall meet ADA accessibility requirements and the newly adopted PROWAG standards.

Please feel free to contact me should you want to further discuss the Congressional Lane Complete Street Study. TMC is happy to assist in any way we can.

Sincerely,



Kathleen Kleinmann, Chair
Transportation and Mobility Commission

Mr. Craig Simoneau

RBAC Comments for Congressional Lane Complete Streets Study

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CC: City of Rockville Mayor and Council

Emad Elshafei, Chief of Traffic and Transportation, Department of Public Works

Bryan Barnett-Woods, Principal Transportation Planner, Traffic and Transportation, Department of Public Works

July 22, 2025

Craig Simoneau, Director
Department of Public Works
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

RE: Transportation and Mobility Commission Comments for the E. Jefferson Street and Halpine Road Bicycle Facilities Study and Design Project

Dear Mr. Simoneau,

The Transportation and Mobility Commission (TMC) appreciates the opportunity to provide comments on the City's ongoing E. Jefferson Street and Halpine Road Bicycle Facilities Study and Design Project. These streets are in a diverse neighborhood, connecting single and multifamily dwellings, town homes, an older adult residential community, and shopping centers. Bicycle facilities are an important component of a multimodal street and improve safety for not only bicyclists, but also pedestrians and motorists. TMC supports the City's efforts to improve travel options and safety for all road users.

This project evaluates three options to improve multimodal transportation safety along these two streets by providing bicycle facilities. City staff shared the three options with TMC during the June 2025 meeting, and TMC members attended the April 30, 2025, virtual public meeting to discuss the project. The TMC requests the Department of Public Works consider the following comments.

1. Provide the shared-roadways facility on E. Jefferson Street.
The TMC recommends Option 1 for E. Jefferson Street, which provides shared roadways (i.e., sharrows), and while shared-roadways do not provide any separated and designated bicycle facility, they would provide a consistent roadway treatment along the full extent of E. Jefferson Street and would not require additional right-of-way, removing on-street parking, or cutting down street trees.
2. Halpine Road bicycle facilities should consider motor vehicle traffic.
The TMC recommends Option 2 for Halpine Road, if motor vehicle traffic congestion can be addressed. Option 2 provides a separated bicycle facility along Halpine Road by repurposing the outer travel lanes. This option is most cost effective for its safety benefit. Separated bicycle facilities have shown to provide significant safety improvements for all roadway users by providing buffers between all roadway users and by increasing visibility for motorists, bicyclists, and pedestrians.

However, the TMC recommends the Department of Public Works further evaluate the traffic congestion impact of repurposing the outer motor vehicle lanes. Most of the traffic counts used to evaluate this improvement were collected in 2024, and the counts at the Halpine Road and Rockville Pike intersection were from 2019 and adjusted using a growth rate. This analysis does not consider the recent development in the community

and the opening of the new supermarket across Rockville Pike at Halpine Road. It is suspected that motor vehicle traffic has increased substantially since the study was conducted. This is an opportunity to implement a pilot project repurposing the outside lanes to better evaluate traffic impacts.

3. Bicycle lanes across Rockville Pike at Halpine Road.

For both Halpine Road bicycle lane alternatives, the bicycle lanes transition to shared roadway markings before Rockville Pike (MD 355). Ostensibly, the bike lanes end so that the Rockville Pike/Halpine Road intersection is not impacted by the bicycle lanes, which would require repurposing a lane or narrowing the lanes at the intersection.

Furthermore, the Rockville Pike and Halpine Road intersection is owned and maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA), which would require their approval for a bicycle lane at the intersection.

However, the section of Halpine Road east of the study area, between Rockville Pike and Chapman Avenue, includes standard bicycle lanes that begin at the intersection. If a bicycle lane alternative is selected, the TMC recommends the City request MDOT SHA to evaluate the intersection and add bicycle lanes, creating a consistent bicycle facility between E. Jefferson Street and Chapman Avenue.

The TMC appreciates the opportunity to provide comments to the Department of Public Works as part of this project. We also would like to thank the City for its past efforts to improve multimodal safety in Rockville. Increased accessibility and improved safety for vulnerable roadway users lead to a more inclusive and productive city and safer roadways for everyone.

Please feel free to contact me should you want to further discuss the Congressional Lane Complete Street Study. TMC is happy to assist in any way we can.

Sincerely,

Kathleen Kleinmann, Chair
Transportation and Mobility Commission

A handwritten signature in black ink, appearing to read 'Kathleen Kleinmann', written over a horizontal line.

CC: City of Rockville Mayor and Council

Emad Elshafei, Chief of Traffic and Transportation, Department of Public Works

Bryan Barnett-Woods, Principal Transportation Planner, Traffic and Transportation, Department of Public Works