

MAYOR AND COUNCIL

Meeting No. 04-25 Monday, February 3, 2025 - 5:30 PM

AGENDA

Agenda item times are estimates only. Items may be considered at times other than those indicated.

Any person who requires assistance in order to attend a City meeting should call the ADA Coordinator at 240-314-8108.

Translation Assistance

Individuals who wish to participate in-person at Mayor and Council meetings during Community Forum or Public Hearings and who may need assistance with translation service other than English, please contact the City Clerk's Office at 240-314-8280, 3 business days prior to the meeting date (the Wednesday before the Monday meeting) or email at cityclerk@rockvillemd.gov, or by using this form: https://www.rockvillemd.gov/FormCenter/City-Clerk-11/Sign-Up-for-Translation-Assistance-at-Co-368

Note: In-Person Speakers will be called upon to speak before those who have signed up to speak virtually for Community Forum and Public Hearings.

In-Person Attendance

Community members attending in-person who wish to speak during Community Forum, or a Public Hearing, should sign up using the form at the entrance to the Mayor and Council Chamber. In-person speakers will be called upon in the order they are signed to speak and before virtual speakers.

Viewing Mayor and Council Meetings

The Mayor and Council are conducting hybrid meetings. The virtual meetings can be viewed on Rockville 11, Comcast, Verizon cable channel 11, livestreamed at www.rockvillemd.gov/rockville11, and available a day after each meeting at www.rockvillemd.gov/videoondemand.

Participating in Community Forum & Public Hearings:

If you wish to submit comments in writing for Community Forum or Public Hearings:

• Please email the comments to mayorandcouncil@rockvillemd.gov no later than 10:00 am on the date of the meeting.

If you wish to participate virtually in Community Forum or Public Hearings during the live Mayor and Council meeting:

1. Send your Name, Phone number, For Community Forum and Expected Method of Joining the Meeting (computer or phone) to mayorandcouncil@rockvillemd.gov no later than 10:00 am on the day of the meeting. Each speaker will receive 3 minutes.

2. Send your Name, Phone number, the Public Hearing Topic and Expected Method of Joining the Meeting (computer or phone) to mayorandcouncil@rockvillemd.gov no later than 10:00 am on the

day of the meeting.

3. On the day of the meeting, you will receive a confirmation email with further details, and two Webex invitations: 1) Optional Webex Orientation Question and Answer Session and 2) Mayor & Council Meeting Invitation.

4. Plan to join the meeting no later than approximately 20 minutes before the actual meeting start time.

5. Read for https://www.rockvillemd.gov/DocumentCenter/View/38725/Public-Meetings-on-Webex meeting tips and instructions on joining a Webex meeting (either by computer or phone).

6. If joining by computer, Conduct a WebEx test: https://www.webex.com/test-meeting.html prior to signing up to join the meeting to ensure your equipment will work as expected.

Participating in Mayor and Council Drop-In (Mayor Ashton and Councilmember Fulton)

The next scheduled Drop-In Session will be held by phone or in-person on Monday, February 10 from 5:15-6:15 pm with Mayor Ashton and Councilmember Fulton. Please sign up by 10 am on the meeting day using the form at:

https://www.rockvillemd.gov/formcenter/city-clerk-11/sign-up-for-dropin-meetings-227

- 1. Convene 5:30 PM
- 2. Pledge of Allegiance
- 3. Proclamation and Recognition 5:35 PM
 - A. Certificates of Recognition for Rockville 2024 State Championship Student Athletes
 - B. Proclamation Declaring February 2025, as Heart Month in Rockville, Maryland
 - C. Proclamation Declaring February 2025, as Black History Month in Rockville, Maryland
 - D. Proclamation Declaring February 28, 2025, as Rare Disease Day in Rockville, Maryland
- 4. Agenda Review 6:30 PM
- 5. City Manager's Report 6:35 PM

6. Boards and Commissions Appointments and Reappointments - 6:40 PM

- **A.** Mayor and Council will appoint and reappoint the following members to the Boards and Commissions.
- 7. Community Forum 6:45 PM
- 8. Special Presentations 7:05 PM
 - A. Vision Zero Progress Update

9. Consent Agenda - 7:25 PM

A. Adoption of a Resolution to Authorize the Execution of Certain Employee Separation and Release Agreement

- 10. Public Hearing NONE
- 11. Action Items NONE
- 12. Worksession NONE
- 13. Mock Agenda 7:30 PM

A. Mock Agenda

- 14. Old/New Business 7:35 PM
- 15. Adjournment 7:45 PM



MAYOR AND COUNCIL Meeting Date: February 3, 2025 Agenda Item Type: PROCLAMATION AND RECOGNITION Department: CITY CLERK/DIRECTOR OF COUNCIL OPERATIONS OFFICE Responsible Staff: DANNY WINBORNE

Subject

Certificates of Recognition for Rockville 2024 State Championship Student Athletes

Department

City Clerk/Director of Council Operations Office

Recommendation

Staff recommends Mayor and Council recognize Rockville 2024 Championship Student Athletes, Coaches, Managers and Administration.

Discussion

Thomas S. Wootton High School

 Boys Cross Country Team - 2024 Maryland Boys Cross Country Team Championship (Nov. 9, 2024)

Mayor and Council and the community understand the regular season was tough, but Wootton student athletes never gave up. They pulled everything together to win both the Regional Meet and the 3A State Meet, finishing 20 points ahead of strong competitors. Not only that, but the Wootton student athletes also delivered the best team performance of the day across all classes (1A, 2A, 3A, and 4A). Congratulations on an incredible season and a well-deserved State Championship!

2024 Maryland Boys Cross County Championship Team Members:

Kellie Redmond - Head Coach Regina Gretchel - Assistant Coach Alton Lightsey - Athletic Specialist Adam Beckman - Student Athlete Owen Berman - Student Athlete Brandon Dickerson - Student Athlete Nathan Downie - Student Athlete Ellis Eppard - Student Athlete Luke Gabrielle - Student Athlete Brandon Kneisler - Student Athlete David See - Student Athlete Edward Sun - Student Athlete Rendon Yerman - Student Athlete Samuel Zinselmeier - Student Athlete

Richard Montgomery High School

• Girls Volleyball Team – 2024 Maryland Girls Volleyball State Championship (2nd Consecutive after an undefeated season) (Nov. 16, 2024)

The Mayor and Council and community congratulate the Richard Montgomery High School Girls Varsity Volleyball Team. We celebrate and recognize the team's success of holding titles as County, Division, Regional and State Champions; notably ending the 2024 season with a flawless 20 and 0 winning record!

2024 Maryland Girls Volleyball Championship Team Members:

Gretchen Barber-Strunk - Head Coach Jacob Achten - Assistant Coach Wes Carver – Assistant Coach **Rebecca Garrigues - Assistant Coach Daniel Whitlow II - Athletic Specialist** Makhi Abraham - Student Manager **Bella Brennan - Student Athlete Keyontae Brinster - Student Manager Catie Chung – Student Athlete** Sasesha Dhote - Student Athlete Ana Djordjevic – Student Athlete Ema Djordjevic – Student Athlete Jaymar Examen - Student Manager Chloe Kennedy - Student Manager Ellyn Kim - Student Athlete **Corinne Howard - Student Athlete** Elle Mitchell - Student Athlete Katie Mitchell - Student Athlete Hadley Mongan – Student Athlete Keefer Morsli – Student Manager Alicia Nguyen - Student Athlete **Carly Nuñez – Student Athlete** Cecilia Peele - Student Manager Emma Sotomayor - Student Athlete

Nate Weinstein - Student Manager Jessica Yao - Student Athlete Amy Ye - Student Athlete

Special Note: One Certificate of Recognition is attached to the Staff Report as an example of what will be given to all those being recognized.

Mayor and Council History

As part of Community Engagement, Mayor and Council will present Certificates of Recognition to Rockville High School student athletes, their coaches and administration.

Attachments

ATTACHMENT 1 - Thomas S. Wootton High School Boys Cross Country - 2024 State Championship - Certificate of Recognition - KELLIE REDMOND



CERTIFICATE OF RECOGNITION

The Mayor and Council of Rockville, Maryland Congratulate the Thomas S. Wootton High School Boys Cross Country Team on their 2024 State Championship Win!

We understand the regular season was tough, but you never gave up. You pulled everything together to win both the Regional Meet and the 3A State Meet, finishing 20 points ahead of your strong competitors. Not only that, but you also delivered the best team performance of the day across all classes (1A, 2A, 3A, and 4A). Congratulations on an incredible season and your well-deserved State Championship!



February 3, 2025



Subject

Proclamation Declaring February 2025, as Heart Month in Rockville, Maryland

Department

City Clerk/Director of Council Operations Office

Recommendation

Staff recommends Mayor and Council read and approve the proclamation.

Discussion

After suffering two previous heart attacks, President Lyndon B. Johnson declared February as American Heart Month in 1964. This month is a time to spotlight the millions of people who suffer heart issues in the country. Heart disease continues to be a leading cause of death in the United States and affects people of all genders, races, and ethnicities. Although it can impact anyone, people with risk factors such as high cholesterol, high blood pressure, physical inactivity, obesity, tobacco use, or alcohol drug abuse have an increased likelihood of developing heart disease.

The month of February is a time when everyone should be taking the care they need and focusing on their cardiovascular health, especially women. In Maryland, as well as nationwide, heart disease remains the leading cause of death for women. The Division for Heart Disease and Stroke Prevention (DHDSP) aims to shed light on this topic, so women won't experience delayed recognition, diagnosis, and treatment for cardiac events as well as encouraging women to listen to their hearts and speak up for their health.

The death rate from heart attacks rose significantly due to COVID-19 where many people's routines changed due to quarantine and working at home led to less exercise and healthy eating habits. It is especially important to shed light on important heart health information in a post-pandemic world.

5 Interesting Facts About Heart Health

 Heart attacks can be silent One in five heart attacks occur without the person even knowing they had one.

2. Heart attacks affect women differently

Women may experience different symptoms than men. These include pain in the back, arm, neck, or shoulder; nausea; fatigue; shortness of breath; and vomiting.

3. Young women are at higher risk than men

Women under the age of 50 are twice as likely to die of a heart attack as men in the same age group.

4. Mondays

Heart attacks are more likely to occur on Monday mornings than on other days of the week. Scientists attribute this to the disruption in our circadian rhythm over the weekend which leads to increased blood pressure and other changes to the nervous system.

5. Diet soda raises heart attack risk

If you drink one or more diet sodas a day, your chances of having a heart attack are 43% higher than those who drink regular soda or none.

Here in Rockville, we encourage everyone to take steps to decrease the likelihood of heartrelated issues. Know the risks so you can make lifestyle choices, eat a healthy diet, be physically active and keep up regular exercise, stay at a healthy weight for yourself, and check your blood pressure and cholesterol. Light exercise such as walking 30 minutes for 6 days a week can reduce the risk of a heart attack by 50%.

For more resources and information, follow your healthcare provider's advice or visit <u>www.CDC.gov/HeartDisease</u>

Mayor and Council History

The Mayor and Council present this proclamation annually.

Public Notification and Engagement

This year on the first Friday of February, February 7, 2025, the City of Rockville will join organizations around the country on raising awareness of heart disease by participating in National Wear Red Day. The City encourages its staff and residents to wear red to show their support in raising awareness about heart disease as the leading cause of death among Americans, especially women

Attachments Proclamation Declaring February 2025 as American Heart Month



WHEREAS, American Heart Month, we recommit to fighting this disease by promoting better health, wellness, and prevention awareness in our communities; and

WHEREAS, heart disease continues to be a leading cause of death in the United States. It affects Americans of all genders, races, and ethnicities; and

WHEREAS, heart disease impacts anyone, but risk factors such as high cholesterol, high blood pressure, physical inactivity, obesity, tobacco use, and alcohol drug abuse can increase the likelihood of developing the disease; and

WHEREAS, in Maryland, as well as nationwide, heart disease remains the leading cause of death for women, and something as simple as walking at least 30 minutes 6 days per week can reduce the risk of dying from a heart attack by 50%; and

WHEREAS, the death rate from heart attacks rises dramatically during the COVID-19 pandemic people are delaying or not seeking care after experiencing symptoms. It's important not to ignore early warning signs like chest pain, palpitations shortness of breath, sudden dizziness; and

WHEREAS, Americans can promote health and prevent disease and illness by taking simple steps to improve their physical, mental, social, and spiritual health by not smoking, eating nutritious meals, being physically active, and receiving regular medical checkups; and

WHEREAS, we honor the health care professionals, researchers, and heart health advocates who save our lives with their hard work. Every day, they put themselves on the front lines of our fight against heart disease, as well as the fight against the cold and flu season during the pandemic.

NOW, THEREFORE, the Mayor and Council of Rockville do hereby proclaim the month of February 2025, American Heart Month, and encourage the community to engage, keep up to date on news and activities that will benefit the health and wellbeing of our families.



David Myles. Councilmenter

February 3, 2025



MAYOR AND COUNCIL Meeting Date: February 3, 2025 Agenda Item Type: PROCLAMATION Department: CITY CLERK/DIRECTOR OF COUNCIL OPERATIONS OFFICE Responsible Staff: DANNY WINBORNE

Subject

Proclamation Declaring February 2025, as Black History Month in Rockville, Maryland

Department

City Clerk/Director of Council Operations Office

Recommendation

Staff recommends Mayor and Council read and approve the proclamation, and present it to Linda Plummer, President of the Montgomery County Chapter of the National Association for the Advancement of Colored People (NAACP).

Discussion

Black History Month, also known as African American History Month, is a tribute to the generations of African Americans who struggled with adversity to achieve full citizenship in American Society.

Originating in 1926 from the Association for the Study of Negro Life and History (ASNLH), founded by historian Carter G. Woodson, the second week of February was declared National Negro History Week to recognize and celebrate African American achievements. The week was selected as the birthdays of both Abraham Lincoln and Frederick Douglass fell upon it. The response was overwhelming: Black history clubs sprang up; teachers demanded materials to instruct their pupils; and others stepped forward to endorse the effort.

By 1950, having made substantial progress in bringing more Americans to appreciate the celebration, with mayors of American cities having issued proclamations noting Negro History Week, Black History Week had become a central part of African American life. The 1960s further expanded the importance of Black history, and the Civil Rights movement focused Americans of all color on African Americans' contributions to our history and culture.

The week-long celebration was later extended to the entire month of February when President Gerald Ford officially recognized it in 1976 as Black History Month (also being referred to as African American History Month). That same year, fifty years after the first celebration, the ASNLH held their first African American History Month. At that point, the entire nation had recognized the importance of Black history in the American story. Following 1976 and in

proceeding years, every American President has issued an African American History Month proclamation. The ASNLH continues to promote Black history to this day.

African American History Month honors and celebrates the many contributions of African Americans in the United States. From pioneers and leaders in history like Dr. Martin Luther King Jr., Jesse Owens, Thurgood Marshall, Dr. Mae Jemison, Dr. Charles Drew to many recent notable figures like astrophysicist Neil deGrasse Tyson, President Barack Obama, Vice President Kamala Harris, youth poet laurate Amanda Gorman, Dr. Kizzmekia S. Corbett, and even Maryland's first African American Governor, Wes Moore, and first African American Senator, Angela Alsobrooks.

This honorary month has also extended outside the United States as well, with nations such as Canada, the United Kingdom, Ireland, Germany, France, and even several countries in Africa celebrating their own Black History Month.

Here in the City of Rockville, African Americans have and continue to make valuable contributions to our community through determination, hard work, intelligence, and perseverance, achieving success in business, education, politics, science, and the arts. During the month of February, everyone is encouraged to reflect on the past and present successes and challenges of African Americans, participate in events that celebrate the month, and share and appreciate the many stories that are told.

Mayor and Council History

Mayor and Council present this proclamation annually.

Attachments

Proclamation Declaring February, 2025 as African American History Month



WHEREAS, in 1976, Black History Month, also known as African American History Month, was formally adopted to honor and affirm the importance of African American history, and the theme for 2025 is, "African Americans and Labor;" and

WHEREAS, because of their determination, hard work, intelligence, and perseverance, African Americans have made valuable and lasting contributions to the City of Rockville and to our country, achieving success in all aspects of society including business, education, politics, science, and the arts; and

WHEREAS, during African American History Month, all Americans are encouraged to reflect on past and present successes and challenges of African Americans, as we all look to the future and continue to improve society. We are reminded to embrace the ideals of justice, equity, diversity and inclusion; and

WHEREAS, we are proud of heroes, pioneers, and leaders such as Dr. Martin Luther King, Jr., Jesse Owens, Justice Thurgood Marshall, Dr. Mae Jemison, Dr. Charles Drew, and many recent notable African Americans such as astrophysicist Neil deGrasse Tyson, President Barack Obama, Vice President Kamala Harris, youth poet laurate Amanda Gorman, and Dr. Kizzmekia S. Corbett, who lead the team that researched and developed the COVID-19 vaccine. Their achievements have contributed to the American promise, enriching our lives, and served as models for leadership. We are especially proud of Maryland's first African American Governor, Wes Moore, and first African American Senator, Angela Alsobrooks; and

WHEREAS, the 67th Mayor and Council of Rockville is the most diverse in the history of the City, included are the first BIPOC (Black, Indigenous, People of Color) female Mayor and Council.

NOW, THEREFORE, the Mayor and Council of Rockville, Maryland, do hereby proclaim the month of **February 2025**, to be African American History Month and encourage the Rockville community to learn about, share stories, recognize, and appreciate the many contributions made by African Americans throughout this region, and to participate in the many educational events honoring the contributions of African Americans throughout the month.



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Adam Van Grack Councilmemb

February 3, 2025



Subject

Proclamation Declaring February 28, 2025, as Rare Disease Day in Rockville, Maryland

Department

City Clerk/Director of Council Operations Office

Recommendation

Staff recommends Mayor and Council read and approve the proclamation.

Discussion

A disease is rare when it affects less than 200,000 people in the country, and in the United States there are about 10,000 rare diseases and conditions that impact between 25 and 30 million Americans.

Founded by Rare Diseases Europe (EURORDIS) in 2008, the awareness event was created to bring attention to rare diseases as a public health concern. In 2009, EURORDIS partnered with the National Organization for Rare Disorders (NORD) to bring the event to the United States and propel an international campaign that shines light on rare diseases and health equity to all that live with them.

Many of these diseases are debilitating conditions that have a significant impact on the lives of those affected. Not only are these people impacted, but their families also face the difficulties of diagnosis delays, finding a medical expert, and lack of access to treatments. While more known diseases gain more sympathy and resources towards treatments, the families of rare disease victims live through the burden of also trying to raise public awareness.

While more than 450 drugs and biologics have been approved for the treatment of rare diseases according to the Food and Drug Administration (FDA), millions of Americans still fight forms of rare diseases for which there are no approved treatment.

With nearly 1 in 10 Americans having some kind of rare disease, this issue is one that affects thousands of residents of Maryland. On this Rare Disease Day, it is encouraged to the City of Rockville community to learn more about rare diseases through resources such as EURORDIS and NORD, and to spread awareness.

Mayor and Council History

Mayor and Council present this proclamation annually.

Public Notification and Engagement

FDA-NIH Rare Disease Day 2025 will be held at National Institutes of Health Main Campus 900 Rockville Pike, Bethesda Maryland, MD 20892 (Natcher Conference Center) on Thursday, Feb. 27, 2025, and Friday Feb. 28, 2025, from 10 a.m. to 4 p.m. EST. The event will feature panel discussions, rare diseases stories, in-person exhibitors and scientific posters, and an art exhibition. The event is free and open to the public. If you are interested in presenting a scientific poster or being an exhibitor, please visit the registration website for more information.

Attachments

Proclamation Declaring February 28, 2025, as Rare Disease Day



WHEREAS, there are nearly 10,000 rare diseases and conditions considered rare (each affecting fewer than 200,000 Americans) in the United States, according to the National Institutes of Health (NIH); and

WHEREAS, Rare Disease Day is the opportunity to advocate for disease care as a human rights priority at local, national and international levels;

WHEREAS, many rare diseases are serious and debilitating conditions that have a significant impact on the lives of those affected; and

WHEREAS, while more than 450 drugs and biologics have been approved for the treatment of rare diseases according to the Food and Drug Administration (FDA), millions of Americans still have rare diseases for which there is no approved treatment; and

WHEREAS, individuals and families affected by rare diseases often experience problems such as diagnosis delay, difficulty finding a medical expert, and lack of access to treatments; and

WHEREAS, while the public is familiar with some rare diseases such as "Lou Gehrig's disease" and sympathetic to those affected, many patients and families affected by less widely known rare diseases bear a large share of the burden of funding research and raising public awareness to support the search for treatments; and

WHEREAS, thousands of residents of Maryland are among those affected by rare diseases since nearly one in 10 Americans have rare diseases.

NOW, THEREFORE, the Mayor and Council of Rockville do hereby proclaim February 28, 2025, as Rare Disease Day, and encourage the Rockville community to learn more about rare diseases through resources such as the National Organization for Rare Disorders (NORD).



Barry Jackson. Councilmember

February 3, 2025



MAYOR AND COUNCIL Meeting Date: February 3, 2025 Agenda Item Type: APPOINTMENTS & REAPPOINTMENTS Department: CITY CLERK/DIRECTOR OF COUNCIL OPERATIONS OFFICE Responsible Staff: VERONICA MITCHELL

Subject

Mayor and Council will appoint and reappoint the following members to the Boards and Commissions.

Recommendation

Mayor and Council will appoint and reappoint the following members to the Boards and Commissions.

Board of Appeals

Alan Frankle- reappointment to serve a full three-year term until September 1, 2027 Historic District Commission

Peter Fosselman- reappointment to serve a full three-year term until February 1, 2028 Transportation and Mobility Commission

Kathleen Kleinmann- reappointment to serve a full three-year term until February 1, 2028

Attachments



MAYOR AND COUNCIL Meeting Date: February 3, 2025 Agenda Item Type: PRESENTATION Department: PW - TRAFFIC & TRANSPORTATION Responsible Staff: BRYAN BARNETT-WOODS

Subject

Vision Zero Progress Update

Department

PW - Traffic & Transportation

Recommendation

City staff recommends the Mayor and Council receive a progress update briefing on the implementation of the City's Vision Zero Action Plan, Pedestrian Master Plan, and Bikeway Master Plan.

Discussion

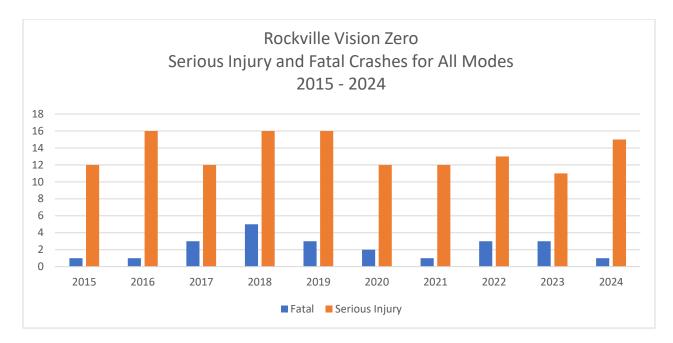
Vision Zero Action Plan

The Vision Zero Action Plan was adopted by the Mayor and Council in July 2020. It includes 30 action items organized into four categories - Engineering, Education, Enforcement, and Policy - to eliminate all serious injury and fatal crashes by 2030. Updates for all action items are included in the Vision Zero Action Item Progress Report (Attachment 1).

2024 Serious Injury and Fatal Crashes

In 2024, there was one fatal crash and fifteen serious injury crashes. All crashes involved at least one motorist; the fatal crash involved a pedestrian, which took place on Hungerford Drive (MD 355) in September 2024. Among the serious injury crashes, five crashes involved pedestrians or bicyclists and the remaining ten crashes involved only motor vehicles. Among the serious injury and fatal crashes, nine of the sixteen crashes occurred on stateowned and maintained roadways, six crashes occurred on city owned and maintained roads, and one crash occurred in a parking lot.

While there were three more serious injury crashes in Rockville in 2024 than in 2023, there were two fewer fatal crashes. The following chart shows the number of fatal and serious injury crashes in Rockville during the period between 2015 and 2024.



Location of Ongoing or Initiated Vision Zero projects

Vision Zero projects include a variety of transportation safety projects and programs. The Vision Zero projects map (Attachment 2) shows the location of infrastructure projects in Rockville, which are also summarized in the table below. The projects on the map are cumulative and include projects initiated and completed since the plan's approval. Projects are categorized by intersection safety audits and improvements; leading pedestrian intervals; sidewalk studies, design, and construction; speed limit reductions; and complete streets studies and improvements, which include traffic calming, bicycle facilities, and road diets.

Project Type	West of I-270	Between I-270 and MD 355	East of MD 355
Intersection Safety Audit and Improvement*	3	22	36
Leading Pedestrian Intervals	2	9	1
Sidewalk Study, Design, and Construction	0	9	17
Speed Limit Reduction	2	2	3
Complete Streets	2	12	2
Total	11	54	59

* There are 20 intersections included in the intersection safety audits along MD 355, and they are divided between the second and third column, 10 each.

The Vision Zero crash analysis evaluates locations in Rockville where crashes have occurred, which influences the selection of intersections and roadway segments for Vision Zero projects. Additionally, the Sidewalk Prioritization Policy identifies roadway with missing sidewalk segments and the priority with which they should be evaluated and constructed, if feasible.

Lastly, some projects are funded through specific grants which can influence the location of the project. For instance, the City was recently awarded an Active Transportation Infrastructure Investment grant for the study and design of a shared-use path connecting Maryvale Park, Maryvale Elementary School, and Redgate Park. This project was supported by the community and will improve access and mobility in a designated Equity Emphasis Area in Rockville.

<u>Outreach</u>

Starting last year, city staff has made themselves available to attend community group meetings to discuss the Vision Zero program. Residents can request staff attend a regularly scheduled community association meeting by emailing staff. This opportunity is also listed on the City's Vision Zero webpage. If a group is not part of a formal neighborhood or civic association, they may also request a Vision Zero presentation and staff will coordinate with nearby recreation centers or other facilities to host the meeting.

City staff also provides updates related to the Vision Zero program to the Rockville Transportation and Mobility Commission (TMC), the Rockville Pedestrian Advocacy Committee (RPAC), and the Rockville Bicycle Advisory Committee (RBAC) during their regularly scheduled public meetings, which are open to the public.

Speed Limit Reduction

Department of Public Works staff requested the Maryland Department of Transportation State Highway State Highway Administration (MDOT SHA) reduce the posted speed limit along First Street (MD 28) between Baltimore Road and Veirs Mill Road (MD 586) from 40 MPH to 35 MPH. The speed limit on either side of this segment is 35 MPH or below. While MDOT SHA initially rejected this request, city staff continued to advocate for the reduction and requested a second study and evaluation. In December 2024, MDOT SHA approved the speed limit reduction. Staff anticipates the new speed limit signs will be posted in the next few weeks. Once these signs are posted, the speed limit along MD 28 between I-270 and Avery Road will be 35 MPH or below.

<u>Grants</u>

City staff regularly applies for grants at the regional, state, and federal levels to supplement the existing city budget for Vision Zero activities. The table below lists the grant status for various ongoing multimodal transportation projects.

Program	Project	Amount Awarded
		(Requested Amount)
FY 20 Transportation Alternatives	N. Stonestreet Avenue Corridor	\$280,000
Program	Complete Streets Design	
FY 23 Active Transportation	Maryvale Park to Redgate Park	\$216,000
Infrastructure Investment Program	Shared Use Path Study and Design	
FY 23 Neighborhood Access and	Twinbrook Pedestrian and Bicycle	\$568,000
Equity (Reconnecting	Bridge Study	
Communities)		

Total Awarded	9 Ongoing Grant Funded Projects	\$2,347,200
	Design	
FY 25 Transportation Alternatives	Scott-Veirs Drive Shared Use Path	\$200,000
Use Connections Program	Study	
FY 25 MWCOG Transportation Land	Congressional Lane Complete Streets	\$80,000
Program		
Department Carbon Reduction		
FY 23-26 Maryland Transportation	Twinbrook Area Bikeshare Stations	\$371,200
	Design	
FY 24 Transportation Alternatives	Fleet and Monroe Shared Use Path	\$224,000
Bikeways Network Program	Bicycle Facility Study and Design	
FY 24 Kim Lamphier Maryland	E. Jefferson Street and Halpine Road	\$88,000
FY 23 Safe Streets and Roads for All	Vision Zero Intersection Safety Audits	\$320,000

The fiscal year listed for the above grant programs represents the fiscal year of the funding from the grantor and does not necessarily reflect when the project was added to the City's capital improvement program or when the City initiated work on the project.

City staff will continue to seek external funding to leverage existing resources and advance the Vision Zero program. Staff anticipates submitting project applications to the following upcoming funding programs:

- MWCOG Transportation and Land Use Connections Program/Regional Roadway Safety Program
- MDOT Carbon Reduction Program
- Kim Lamphier Maryland Bikeways Network Program
- Transportation Alternatives Program

Bikeway Master Plan

The Bikeway Master Plan was approved in April 2017. The plan highlights bicycle related policies and proposes different bicycle facilities throughout the City to improve bicycling for riders of all ages and abilities. While this plan does not include specific "action items" like the Vision Zero Action Plan or Pedestrian Master Plan, it provides recommended facilities in Rockville.

City staff continues to implement the recommended facilities from the Bikeway Master Plan and seeks grants or other external funding opportunities to help advance bicycle projects. While many shared roadway projects require only signage or pavement markings, bicycle lanes, shared-use paths, and cycle tracks (also known as separated or protected bicycle lanes) often require comprehensive feasibility studies, repurposing a motor vehicle travel lane, and detailed engineering designs before construction can be carried out. The following table includes the total distance of recommended bicycle facilities and the percentage of facilities constructed since plan adoption.

Facility Type	Constructed (miles)	Total Recommended (miles)	Percentage Complete
Bicycle Lanes	1.75	8.53	20.52%
Shared Roadways	6.69	17.34	38.58%
Climbing Lanes	0.37	2.77	13.36%
Shared-Use Paths	1.33	5.40	24.63%
Cycle Tracks	0.77	5.98	12.88%
Total	10.91	40.02	27.26%

There are two bicycle facilities that will be constructed in 2025 as part of the city's asphalt and concrete improvement program. Shared roadway markings and bicycle lanes will be added to Martins Lane and Mannakee Street. These streets were studied in 2024.

Congressional Lane

DPW staff is also working to evaluate complete streets improvements for Congressional Lane between Rollins Avenue and Rockville Pike (MD 355). This project is funded through the FY 25 MWCOG Transportation Land Use Connections Program. Complete streets improvements include roadway improvements to help all roadway users, pedestrians, bicyclists, motorists, and transit users, more safely navigate the roadway and intersections and include improvements such as bicycle lanes, pavement markings, and traffic calming. A virtual public meeting is scheduled for March 27, 2025, to present the options to the public and receive their feedback. This evaluation project is expected to be completed in June 2025.

E. Jefferson Street and Halpine Road

DPW staff is currently working to study feasible bicycle facility options for E. Jefferson Street between Rollins Avenue and Congressional Lane and along Halpine Road between E. Jefferson Street and Rockville Pike (MD 355). This project is funded through the FY 24 Kim Lamphier Maryland Bikeways Network Program. A virtual public meeting is scheduled for April 30, 2025, to present the options to the public and receive their feedback. Once a preferred alternative is identified, a preliminary design will be prepared. This feasibility study is expected to be completed by September 2025.

Upcoming Bicycle Facility Study and Design Projects

The City received a Transportation Alternatives Program grant to prepare the 100% engineering design for the shared-use path along Fleet Street between Maryland Avenue and Richard Montgomery High School and along Monroe Street between Fleet Street and E. Middle Lane. Staff has coordinated with MDOT SHA to prepare a scope of services and determine the percentage of disadvantaged business enterprise participation. It is expected that a request for proposals will be advertised in spring 2025.

The City was also awarded a Transportation Alternatives Program grant to prepare the 100% engineering plan for a shared-use path along Veirs Drive and Scott Drive between Wootton

Parkway and the city boundary. Staff is currently working with MDOT SHA to finalize the grant agreement and to prepare a scope of services.

Bicycle and Pedestrian Counters

DPW staff recently completed the installation of eight permanent pedestrian and bicycle counters in the city. The counters were purchased through a Kim Lamphier Maryland Bikeways Network Program Grant. The counters are installed along the following routes:

Pedestrian-only Counters

- Maryland Avenue, southbound, between Town Square Park and E. Middle Lane
- Twinbrook Metrorail Station entrance at Halpine Road and Lewis Avenue

Bicycle-only Counter

• N. Washington Street, northbound, between Wood Lane and Beall Avenue

Pedestrian and Bicycle Counters

- Baltimore Road Shared Use Path, between Gladstone Drive and Broadwood Drive
- Carl Henn Millennium Trail, between Piccard Drive and Gaither Road
- Friendship Bridge entrance, near W. Montgomery Avenue
- Stoneridge Trail, near Wootton Parkway
- Twinbrook Connector Trail, at Ardennes Avenue and Aleutian Avenue

Bicycle Fix-It Racks

Per recommendation of the Mayor and Council and with support of RBAC, staff are working to install bicycle fix-it racks. Staff have identified best practices for locating fix-it racks and have shared potential locations with RBAC, also requesting their comments and recommendations. DPW staff will coordinate with Recreation and Parks Department staff to finalize the potential locations and then purchase and install the fix-it racks.

<u>Bikeshare</u>

DPW received a grant award for \$371,200 from the MDOT Carbon Reduction Program to purchase, install, and maintain up to four bikeshare stations in the Twinbrook neighborhood. Staff is currently coordinating with MDOT to prepare a grant agreement for the project. Staff is also coordinating with Montgomery County Department of Transportation to determine the best approach to procure the bikeshare stations using the county's existing agreement with the bikeshare vendor.

Pedestrian Master Plan

The Pedestrian Master Plan was adopted in October 2023 and was developed over the course of two years with input from the Rockville Pedestrian Advocacy Committee, the Rockville Bicycle Advisory Committee, and the Transportation and Mobility Commission. This plan emphasizes the need to improve existing infrastructure and refine polices so that the needs of pedestrians are better considered while building transportation infrastructure in Rockville. Similar to the Vision Zero Action Plan, the Pedestrian Master Plan includes action items for city staff. Progress has been made on the following action items.

Action Item 1c – Sidewalk Prioritization Policy

The Sidewalk Prioritization Policy identifies the criteria and scoring rubric used to determine which sidewalk gaps in the city should be evaluated for construction first. Staff has collected best practices research from nearby jurisdictions and national examples about the most effective approaches for prioritizing sidewalk gaps. Staff has also started to identify the criteria for a new prioritization. Once the criteria and scoring rubric are prepared, staff will share a draft of the proposed policy with RPAC and the TMC.

Action Item 1e - Comprehensive Transportation Review

The Comprehensive Transportation Review provides the requirements necessary for property development applicants when evaluating the transportation impacts of development applications. This document was last revised and adopted in 2018. Staff has begun to update this document and expects a first draft of the update to be completed in spring 2025. This draft will be shared with the TMC before being shared with the Mayor and Council for their review and approval.

Action Item 5a - Sidewalks on Both Sides

City staff continues to carry out the sidewalk study-design-construction process to build more sidewalks in the city. Most missing sidewalk segments in the city have impacts to the surrounding area and require a feasibility study. The study helps determine whether a sidewalk can be constructed within reasonable costs with limited impacts to the surrounding area, has public support and does not require additional rights-of-way or easements.

This process allows the city to engage with the community, and evaluate the impacts and costs associated with sidewalk construction.

Group 1 sidewalks were evaluated in 2023:

Constructed

• Monroe Street between the New Mark Commons trail entrance and Dogwood Park.

50% Design

- Frederick Avenue between N. Stonestreet Avenue and Westmore Avenue,
- Highland Avenue between S. Stonestreet Avenue and Grandin Avenue, and
- Nelson Street between the shopping center entrance and Beall Avenue.

Deemed Infeasible

- Reading Terrace, between Grandin Avenue and S. Stonestreet Avenue, and
- Wood Lane, between N. Adams Street and N. Washington Street

The following Group 2 sidewalks were evaluated in 2024:

Begin Design in 2025

- Carr Avenue between Forest Avenue and Luckett Street,
- Charles Street between McArthur Drive and the road terminus,
- Gail Avenue between Lewis Avenue and Veirs Mill Road, and

Deemed Infeasible

- Croydon Avenue between Park Road and McArthur Drive,
- Woodland Road between Virginia Avenue and N. Horners Lane.

The Group 3 sidewalk gaps will be evaluated in 2025.

- Aleutian Avenue between Midway Avenue and Trail entrance (Priority Group C, no sidewalk either side)
- Blandford Street between road end and Mt. Vernon PI (Priority Group D, no sidewalk either side)
- Calvert Road between Roxboro Rd/Walking Path and Brent Rd (Priority Group D & E, no sidewalk either side)
- Denham Rd between Maple Avenue and Baltimore Rd (Priority Group C & D, no sidewalk either side)
- Laura Lane between Dale Drive and Evans St (Priority Group C, no sidewalk either side)

Staff is collaborating with RPAC to finalize the five sidewalks to be studied. Staff has shared this list with RPAC and has solicited feedback and other recommendations.

The Twinbrook Safe Routes to School and Transit Accessibility Feasibility Study was completed in December 2024 and included evaluation of seven sidewalk segments in the Twinbrook neighborhood. Three sidewalk gaps will advance to design in 2025, two gaps will advance to design in a future fiscal year, and two sidewalks were deemed infeasible and will need further study.

Begin Design in 2025

- Brooke Drive between Lewis Avenue and Rockland Avenue,
- Crawford Drive between Gail Avenue and Hillcrest Park, and
- Midway Avenue between Crawford Drive and Stillwell Road.

Begin Design in a future fiscal year

- Halsey Road between Henry Road and Ardennes Avenue, and
- Wade Avenue between Crawford Drive and Edmonston Drive.

Deemed Infeasible

- Crawford Drive between Ardennes Avenue and Atlantic Avenue, and
- Lemay Road between Ardennes Avenue and Vandegrift Avenue.

Staff is also completing design for a sidewalk along Potomac Valley Road between Falls Road and New Marc Esplanade. Lastly, DPW staff will construct a sidewalk along Virginia Avenue in 2025 between Woodland Road and England Terrace and working with residents to determine the preferred side.

Since 2023, city staff has evaluated 4.08 miles of sidewalk gap, of which, 2.48 miles were deemed feasible and advanced to the next phase, 1.61 miles were deemed infeasible and will be reevaluated after all other segments have been studied.

Action Item 8a - Pedestrian Crossing Guidelines

Staff developed new pedestrian crosswalk guidelines that will help staff respond to public requests regarding the installation of new marked crosswalks and better consider the surrounding built environment and pedestrian trip generators when evaluating where to install a marked crosswalk. These guidelines were finalized and approved in September 2024 and are available on the City's website. City staff is currently using the new guidelines when evaluating new marked crosswalk requests.

Action Item 9b – On-street Parking Corrals

DPW staff conducted best practices research to identify the most effective locations to install on-street bicycle parking corrals. An on-street bicycle parking corral is a bicycle parking rack for several bicycles or scooters and is installed in an on-street parking space. By providing convenient locations to park bicycles and scooters, the City can encourage residents and visitors to not block sidewalks with rideshare e-scooters or bicycles.

Staff has identified potential locations to install the parking corrals throughout the city. These locations have been shared with RBAC and staff has requested their feedback. Once the locations are finalized, staff will purchase and install the parking corrals.

City staff will continue to implement the Pedestrian Master Plan consistent with the implementation strategy and will continue to coordinate with the Rockville Pedestrian Advocacy Committee and the Rockville Transportation and Mobility Commission.

A slide presentation is included (Attachment 3) to help facilitate a discussion of Vision Zero, the Bikeway Master Plan, and the Pedestrian Master Plan.

Mayor and Council History

In 2017, the Mayor and Council adopted an update to the Bikeway Master Plan. This plan was originally adopted in 1998 and updated again in 2004.

In 2018, the Mayor and Council adopted a resolution endorsing Vision Zero and adopting a goal of moving the City towards zero traffic deaths and serious injuries by 2030. In July 2020, the Mayor and Council adopted the Vision Zero Action Plan.

In 2023, the Mayor and Council adopted the Pedestrian Master Plan, which is the first pedestrian plan for the City.

The Mayor and Council last received a briefing on the progress of all three plans in August 2024.

Boards and Commission Review

Department of Public Works staff acts as the liaison for the Transportation and Mobility Commission, the Rockville Pedestrian Advocacy Committee, and the Rockville Bicycle Advisory Committee, and meets with each group during their monthly meetings. In addition to providing updates regarding the status of various city transportation projects, DPW staff solicits suggestions and recommendations from each group regarding Vision Zero action items and projects. Staff also seeks their opinions and guidance regarding grant opportunities and their support for grant applications.

Next Steps

Department of Public Works staff will continue to implement the listed action items from the Vision Zero Action Plan, and Bikeway and Pedestrian master plans. Staff will provide the next update on all three plans in July 2025.

Attachments

Attachment 1 - VZ Action Items Report v2, Attachment 2 - VZ Projects Map, Attachment 3 - VZ Presentation_2-3-2024_v3, 2-3-2025 VZ Discussion - Mayor and Council Questions and Staff Responses

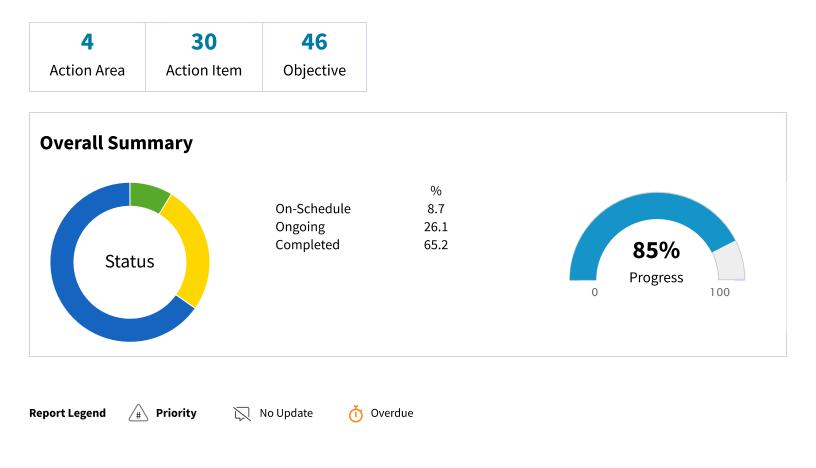
Action Item progress report



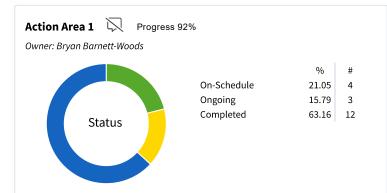
Action Item progress report

Vision Zero Action Plan

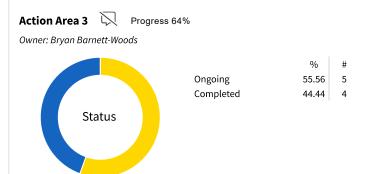
Report Created On: Jan 22, 2025



Plan Summary



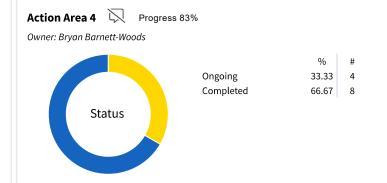
Action Area 1 - Engineering: Engineering focuses on the design, planning, and construction of transportation infrastructure with a safe systems approach, ensuring severe injuries and fatalities are not the result of human error.



Action Area 3 - Education: Education engages the public using a variety of outreach methods to instill safe behaviors and increase awareness of dangerous driving, biking, and walking behaviors.



Action Area 2 - Enforcement: Enforcement encourages a culture of safety by utilizing evidence-based law enforcement and policies.



Action Area 4 - Policy: Policy lays the foundation for the city's future vision zero initiatives and seeks to improve the way traffic safety is managed throughout the city by advocating for the vital tools to fully enact the Vision Zero strategy.

Action Item progress report

Action Area 1 Ongoing - Ongoing Progress 92%

Action Area 1 - Engineering: Engineering focuses on the design, planning, and construction of transportation			#
infrastructure with a safe systems approach, ensuring severe injuries and fatalities are not the result of human On-Schedule Ongoing		21.05	4
		15.79	3
error.	Completed	63.16	12

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item 1.1 Oct 15, 2018 - Jul 01, 2022 Progress 100%

Plan Action 1 - Crash Analysis / Predictive Analysis: Undertake a detailed, citywide crash study to provide a		%	#
comprehensive understanding of traffic crash causes, contributing factors, locations, and roadway	Completed	100.0	2
characteristics. This study should identify the High Injury Network (HIN) as well as prioritize projects and			
provide the foundation for future Vision Zero initiatives.			

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

 Objective 1.1.1
 Oct 15, 2018 - Jul 01, 2021
 Completed
 Progress 100%

Complete the crash analysis and identify areas in the HIN.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 21:01:15

Staff completed an updated crash analysis, which uses crash data from January 2017 to December 2021. There are six roads in Rockville which are categorized as "High Injury Network" segments, which means there have been at least four fatal or serious injuries crashes (also known as Killed or Serious Injury, or KSI Crashes) along the segment over five years. This is the same criteria used by Montgomery County. The six street segments in Rockville's High Injury Network are:

Roadway	# of KSI Crashes	From	То
Rockville Pike (MD 355)	14	Veirs Mill Road (MD 586)	Bouic Avenue
W. Montgomery Avenue (MD 28)	6	Research Boulevard	Mannakee Street
First Street/ Norbeck Road (MD 28)	6	First Street Spur	Avery Road
Frederick Road (MD 355)	6	Ridgemont Avenue	Watkins Pond Boulevard
Veirs Mill Road (MD 586)	5	Rockville Pike (MD 355)	Twinbrook Parkway
N. Washington Street	4	Hungerford Drive (MD 355)	W. Jefferson Street (MD 28)

North Washington Street is the only city-maintained roadway included in the High Injury Network. DPW staff completed a complete streets project along the entire segment in 2023, adding separated bicycle lanes and on-street parking spaces. Staff will prepare a new High Injury Network using 2021 - 2025 crashes at the end of 2025.

In 2024, there was one fatal crash and fifteen serious injury crashes. All crashes involved at least one motorist, the fatal crash involved a pedestrian. Among the serious injury crashes, five crashes involved pedestrians or bicyclists and the remaining ten crashes involved only motor vehicles.

While there were three more serious injury crashes in Rockville in 2024 than in 2023, there were two fewer fatal crashes. The following table shows the number of fatal and serious injury crashes in Rockville for 2015 - 2024.

Year	Fatal	Serious Injury
2015	1	12
2016	1	16
2017	3	12
2018	5	16
2019	3	16
2020	2	12
2021	1	12
2022	3	13
2023	3	11
2024	1	15

In 2024, there were 841 total reported crashes in Rockville. This includes all modes and all fatal, injury, and property damage crashes. In 2023 there were 857 total crashes and in2022 there were 810 total crashes. Between 2015 and 2024 there is an average of 870 reported crashes per year.

Objective 1.1.2 Oct 15, 2018 - Jul 01, 2022 Completed Progress 100%

Identify projects to improve safety at areas in the HIN. Identify number of prioritized projects following the results of the crash analysis.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Transportation staff uses the results from the "Vision Zero Crash Data Analysis" to identify priority roadway safety projects. These include intersection evaluations, studying and building new sidewalks, and evaluating and installing new bicycle facilities. Information collected from the data analysis is also used for various grant and external funding program applications. Examples include the Active Transportation Infrastructure Investment Program, Transportation Alternatives Program, and the Kim Lamphier Bikeways Network Program grant, among others.

The city's High Injury Network includes six road segments, Rockville Pike (MD 355), Frederick Road (MD 355), Veirs MIll Road (MD 586), E. Montgomery Avenue (MD 28), Norbeck Road (MD 28), and N. Washington Street. Only N. Washington Street is owned and maintained by the city.

Action Item 1.2 📃 Oct 15, 2018 - Jul 01, 2023 Progress 98%

Plan Action 2 - Update City Road Design Standards: Review, revise, and develop roadway design standards and complete street guidelines utilizing road code and leading practices from groups such as National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE), and American Association of State Highway Transportation Officials (AASHTO) for various rights-of-way within the city. The review should prioritize reducing opportunities for high-speed collisions through physical separation, reducing motor vehicle speeds where separation cannot be achieved, and developing proper environmental countermeasures for all new and retrofitted right-of-way within the city.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 1.2.1 Oct 15, 2018 - Jul 01, 2021 Completed Progress 100%

Complete the review of the city's existing road design standards.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff has reviewed the city's existing road design standards and has identified which standards need modification.

	%	#
On-Schedule	50.0	1
Completed	50.0	1

Oct 15, 2018 - Jul 01, 2023 **Objective 1.2.2** \sum \bigcirc **On-Schedule** Progress 95% Develop and publish new/revised road design standards utilizing best practices. Owner: Bryan Barnett-Woods Safe and Livable Neighborhoods Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01 City staff has prepared new roadways standards for the following roadway classifications: • Arterial Roads • Primary Industrial Roads • Secondary Industrial Roads • Cul-de-sac Roads Residential Alleyways Business District Roads Class I Business District Roads Class II • Street Tree Plantings These standards have been shared internally with Department of Public Works staff for review and final comment. Action Item 1.3 Ongoing - Jul 01, 2022 Progress 88% Plan Action 3 - Review Transit Stops: Conduct a comprehensive review of transit stop locations and conditions % **On-Schedule** 50.0 1 to ensure safety and accessibility. Develop a program for reviewing the stops every 5 years. Completed 50.0 1 Owner: Bryan Barnett-Woods Safe and Livable Neighborhoods **Objective 1.3.1** Ongoing - Jul 01, 2022 Completed Progress 100% Complete comprehensive review of transit stops per the findings of the crash analysis. Owner: Bryan Barnett-Woods Safe and Livable Neighborhoods Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

As part of the most recent crash analysis, staff tracked serious injury and fatal crashes involving pedestrians or bicyclists that were within 100 feet of a bus stop. Staff also tracked the number of bus stops that are within 150 feet of a marked crosswalk. Proximity to a bus stop among other variables are considered when staff identify intersections to evaluate.

Objective 1.3.2 💢 付 Ongoing - Jul 01, 2022 On-Schedule Progress 75%

Evaluate the review process and develop a program for reviewing stops every five years.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Crashes occurring near bus stops are taken into consideration when identifying Vision Zero intersection safety audits, sidewalk feasibility studies and construction, and other roadway safety improvements. Additionally, city staff recently completed new guidelines for installing marked crosswalks and proximity to a bus stop is included as a variable for consideration.

City staff will also continue to coordinate with MCDOT Ride On regarding bus stop improvements and relocation of bus stops, if appropriate.

Action Item 1.4 🔍 Oct 15, 2018 - Jan 01, 2025 Progress 93%

 Plan Action 4 - Evaluate Crossings and Unsignalized Intersections: Evaluate existing crossings and
 %
 #

 unsignalized intersections with safety as a priority. Crossings identified as high risk will be transformed first with improvements such as flashing beacons, etc. as applicable.
 Ongoing
 33.33
 1

 Completed
 66.67
 2

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continues to implement an ongoing unsignalized intersection and pedestrian crossing improvement program. This program follows three primary steps which take place over multiple years. The steps are to: conduct a safety audit of the identified intersection, prepare engineering design plans for proposed safety improvements, and construct the improvements.

Objective 1.4.1 Oct 15, 2018 - Jul 01, 2022 Completed Progress 100%

Develop a list of priority crossings and intersections for modification per the findings of the crash analysis including; Identify all high-risk crossings within the city and increase the percentage of safe crossings and intersections using the number of severe and fatal collisions at crossings and intersections.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff prepared a list of all city-maintained intersections and tracked crashes that occurred at each intersection during the crash analysis. The city has developed a process to evaluate five intersections each fiscal year to identify roadway safety improvements and carry out those improvements in the subsequent fiscal year. Additionally, the city has shared a list of state-maintained intersections with MDOT SHA requesting a similar intersection safety audit and improvement process.

Lastly, the City was awarded a grant from the federal Safe Streets and Roads for All program which seeks to conduct intersection safety audits at 30 intersections in Rockville (20 state maintained and 10 city maintained). The intersections included in this project were identified in the Vision Zero crash analysis.

Objective 1.4.2 🔍 📩 Oct 15, 2018 - Jul 01, 2023

Ongoing Progress 80%

Apply best practices to improve safe crossings (such as bump-outs, medians, traffic control devices like paddles and rectangular rapid flashing beacons)

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

The status of ongoing unsignalized intersection and crossing improvements are as follows.

Round 1 Intersections and Crossings

- Edmonston Drive and Lewis Avenue Complete
- Fleet Street and Wootton Parkway Complete

Round 2 Intersections and Crossings

• N/A - all Round 2 Intersections are signalized

Other intersection improvements

- Edmonston Drive and Crawford Drive Construction anticipated fall 2025
- Mannakee Street and Smallwood Road Design ongoing, construction anticipated summer 2025
- Manakee Street and Carr Avenue Construction anticipated summer 2025
- Monroe Street and Cabin John Parkway Construction anticipated summer 2025
- Twinbrook Parkway and Meadow Hall Drive Design ongoing, construction anticipated summer 2025

City staff also completed new guidelines for installing marked crosswalks in September 2024. Since using the new guidelines new marked crosswalks have been approved for the following locations.

- Crabb Avenue and Longwood Drive
- Cabin John Parkway and Lynfield Drive
- Cabin John Parkway and Blandford Street
- First Street and Lynn Court

Staff also completed the Twinbrook Safe Routes to School and Transit Accessibility Study, which included intersection safety audits of seven intersections in the Twinbrook neighborhood. Six of those intersections are unsignalized. Improvements will be implemented at the following intersections this year.

- Lemay Road and Ridgway Avenue
- Ardennes Avenue and Wainwright Avenue
- Ardennes Avenue and Ridgway Avenue

The following intersections will advance to implementation in a future fiscal year.

- Ardennes Avenue and Crawford Drive
- Ardennes Avenue and Halpine Road
- Ardennes Avenue and Halsey Road
- Chapman Avenue and Bouic Avenue

https://rockvillemd.app.envisio.com/report_builder/b0139af1-d12a-45c...

Objective 1.4.3 Jan 17, 2024 - Jan 01, 2025 Completed Progress 100%

Complete speed studies along all city owned and maintained roadways with posted speed limits at or above 40 MPH.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff completed speed studies along all city-maintained streets in Rockville in March 2024. As a result, all city-maintained streets with a speed limit of 40 MPH were reduced to 35 MPH in April 2024. All city-maintained roadways have a posted speed limit of 35 MPH or below.

This study did not include state maintained roadways. In May 2024, MDOT SHA reduced the posted speed limit of Veirs Mill Road (MD 586) between Edmonston Drive and Twinbrook Parkway from 40 MPH to 35 MPH. MDOT SHA reduced the posted speed limit along Rockville Pike (MD 355) from 40 MPH to 35 MPH in 2022. City staff continues to coordinate with MDOT SHA to further reduce the posted speed limit on state maintained roadways in Rockville, including First Street (MD 28) and W. Montgomery Avenue (MD 28).

Action Item 1.5 💫 Ongoing - Ongoing Progress 75%

State/Montgomery County/City Project Collaboration: Identify high injury areas where the city, Montgomery		%	#
County and state can jointly implement safety improvement projects.	Ongoing Completed	50.0 50.0	
	completed	50.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 1.5.1 🛛 🥇	ħ	Ongoing - Jul 01, 2022	Ongoing	Progress 50%

Improve safety on roadways operated and maintained by SHA.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 17:30:55

Department of Public Works staff meets with MDOT SHA and MCDOT staff on a quarterly basis to discuss improvements to state-maintained roadways and intersections. The next coordination meeting will be in February 2025.

In December 2024, MDOT SHA approved a speed limit reduction request along First Street (MD 28) between Baltimore Road and Veirs Mill Road (MD 586). The speed limit will be reduced to 35 MPH from 40 MPH. This request was submitted to MDOT SHA in 2022 and city staff requested a second analysis for the speed reduction after the first request was rejected. City staff expect the new speed limit signs to be installed by March 2025. Once the signs are installed, all of MD 28 between Avery Road and I-270 will be 35 MPH or below.

Objective 1.5.2 Ongoing - Ongoing Completed

Continue to advocate for identified project areas on roadways operated and maintained by SHA.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

DPW staff hosts a quarterly coordination meeting with MDOT SHA District 3 staff and MCDOT staff. Staff request status updates of ongoing roadway safety projects on state roadways as well and submit new requests.

Action Item 1.6 📃 Oct 15, 2018 - Jul 01, 2023 Progress 88%

Improve Traffic Signals: Complete a comprehensive review of the City's traffic signals to ensure the use of the		%	#
		50.0	1
	Completed	50.0	1
Pedestrian Intervals (LPI) and Pedestrian Recall, etc.) to provide effective and safe crossings.			

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continues to implement an ongoing signalized intersection improvement program. This program follows three primary steps which take place over multiple years. The steps are to: conduct a safety audit of the identified intersection, prepare engineering design plans for proposed safety improvements, and construct the improvements.

Objective 1.6.1 Oct 15, 2018 - Jul 01, 2022 Completed Progress 100%

Complete a review of traffic signals per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

To improve traffic signals, particularly at intersections with more frequent crashes, DPW staff developed an intersection safety audit and improvement process. This approach prioritizes city-maintained intersections based on the number of injury and fatal crashes.

Objective 1.6.2 📉 📩 Oct

Oct 15, 2018 - Jul 01, 2023 Ongoing

Progress 75%

Identify improvements and implement projects on signals owned/operated by the City and advocate for improvements on signals owned/operated by SHA/Montgomery County.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff completed the intersection safety audits for the Round 2 intersection and have begun to implement improvements. The status of ongoing signalized intersection improvements are as follows.

Round 1 Intersections

- E. Gude Drive and Taft Court Complete
- Preserve Parkway and Wootton Parkway Complete
- Seven Locks Road and Wootton Parkway Complete

Round 2 Intersections and Crossings

- E. Jefferson Street and Rollins Avenue Complete
- E. Gude Drive and Rothgeb Drive Implementation scheduled for summer 2025
- Gaither Drive and W. Gude Drive Implementation scheduled for summer 2025
- Research Boulevard and W. Gude Drive Complete

Staff also completed the Twinbrook Safe Routes to School and Transit Accessibility Study, which included intersection safety audits of seven intersections in the Twinbrook neighborhood. The Chapman Avenue and Twinbrook Parkway intersection is a signalized intersection and was studied through this project. However, this intersection is currently included in an ongoing development application in Montgomery County. Additional evaluation and coordination with Montgomery County is necessary before any improvements can be considered.

Action Item 1.7 💦 Oct 15, 2018 - Jul 01, 2026 Progress 99%

Accelerate Sidewalk Construction: Using the Sidewalk Prioritization Map as a guide, accelerate the sidewalk	%	#
construction program with priority projects in the high injury network.		1
Construction program with phoney projects in the nighting retwork.	eted 50.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continues to implement an ongoing sidewalk program. This program follows three primary steps which take place over multiple years. The steps are to:

- 1. Evaluate the feasibility of constructing sidewalk along an identified gap,
- 2. Prepare engineering design plan for the feasible gap, and

3. Construct the sidewalk.

Objective 1.7.1 Oct 15, 2018 - Jul 01, 2022 Completed Progress 100%

Develop a list of high priority projects per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

City staff considers crash data, the existing Sidewalk Prioritization Policy, and resident requests to identify sidewalk projects.

Objective 1.7.2 🔀 Oct 15, 2018 - Jul 01, 2026 On-Schedule Progress 98%

Complete priority projects and expand the city's bicycle network by providing additional sidewalk.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

The status of the ongoing sidewalk projects are as follows:

Group 1 Sidewalks

- Monroe Street construction completed in 2024
- Frederick Avenue 50% design ongoing
- Highland Avenue -50% design ongoing
- Nelson Street 50% design ongoing
- Reading Terrace deemed infeasible
- Wood Lane deemed infeasible

Group 2 Sidewalks

- Carr Avenue design scheduled for 2025
- Gail Avenue design scheduled for 2025
- Charles Street design scheduled for 2025
- Croydon Avenue deemed infeasible
- Woodland Road deemed infeasible

Group 3 Sidewalks

- Aleutian Avenue evaluation scheduled for 2025
- Blandford Street evaluation scheduled for 2025
- Calvert Road evaluation scheduled for 2025
- Denham Road evaluation scheduled for 2025
- Laura Lane evaluation scheduled for 2025

Action Item 1.8 Oct 15, 2018 - Jul 01, 2024 Progress 100%

Create Pedestrian Master Plan: As proposed in the 2040 Comprehensive Plan, build on the existing Pedestrian Policies and Sidewalk Prioritization Map to complete a Pedestrian Master Plan for the city to address the unique issues faced by pedestrians and people with disabilities.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

42

Objective 1.8.1 Oct 15, 2018 - Jul 01, 2021 Completed Progress 100%

Complete the review of the city's existing pedestrian policies.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff reviewed the City's policies and documents related to pedestrian safety. These policies, and potential updates to these policies, are referenced in the Pedestrian Master Plan as key action items.

Objective 1.8.2 Oct 15, 2018 - Jul 01, 2024 Completed Progress 100%

Conduct public outreach, communication to stakeholder groups (such as the Rockville Pedestrian Advocacy Committee) develop and approve the new pedestrian masterplan.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The Mayor and Council adopted the City of Rockville's first Pedestrian Master Plan in October 2023. This plan is the culmination of more than two and half year's effort and collaboration with the Rockville Pedestrian Advocacy Committee (RPAC) among other city commissions and includes 46 action items for the city to carry out to improve the pedestrian environment and experience in Rockville. City staff has recently developed an implementation strategy, which will be finalized and shared with the Mayor and Council in the next quarter.

Action Item 1.9 🔍 Oct 15, 2018 - Jul 01, 2028 Progress 88%

Expand Network of Safe Bicycle Facilities: Using the Bikeway Master Plan as a guide, construct new bikeway		%	#
facilities to create a safe, highly connected, convenient, and low-stress bicycling network.	On-Schedule Completed	50.0 50.0	

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Using the Bikeway Master Plan and recommendations from the Rockville Bicycle Advisory Committee, city staff identify bicycle transportation projects, evaluate their feasibility, and construct them as city resources permit.

 Objective 1.9.1
 Oct 15, 2018 - Jul 01, 2022
 Completed
 Progress 100%

Develop a list of high priority projects per the findings of the crash analysis, the guidelines of the Bikeway Masterplan and the consultation of stakeholder groups (such as the Rockville Bike Advisory Committee).

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Coordinating with the Rockville Bicycle Advisory Committee, staff has developed a prioritized list of bike lane projects from the Bikeway Master Plan.

Objective 1.9.2 💢 Oct 15, 2018 - Jul 01, 2028 On-Schedule Progress 75%

Complete priority projects and expand the city's bicycle network by providing additional linear feet of bicycle infrastructure.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff continue to seek out opportunities to extend the city's bicycle transportation network as well as plan and design bicycle facilities citywide. Status of ongoing bicycle facility projects are as follows.

- Beall Avenue Completed in November 2024.
- Congressional Lane Ongoing feasibility study for complete streets improvements and bicycle facilities
- E. Jefferson Street and Halpine Road Ongoing feasibility study and preliminary design for bicycle facilities
- Mannakee Street Complete streets feasibility study completed in June 2024. Complete streets improvements, including shared-roadway bicycle facilities are expected to be completed in summer 2025.
- Martins Lane Feasibility study and preliminary design completed in May 2024. Shared roadway-bicycle facilities and bicycle lanes are expected to be completed in summer 2025.

Action Area 2 Ongoing - Ongoing Progress 100%

Action Area 2 - Enforcement: Enforcement encourages a culture of safety by utilizing evidence-based law	%	%	#
enforcement and policies.	Completed	100.0	6

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Action Item 2.1 Ongoing - Ongoing Progress 100%

Increase Enforcement Activities: Increase enforcement of distracted, impaired, occupant protection, and	Enforcement Activities: Increase enforcement of distracted, impaired, occupant protection, and		#
aggressive driving behaviors, as well as violations of pedestrian and bicycle safety laws. Enforcement activities	Completed	100.0	1
should concentrate in the high injury network, during peak seasons, and specific times of day. Enforcement			
should be performed in conjunction with education campaigns.			

Owner: Bryan Barnett-Woods

Objective 2.1.1 Ongoing - Ongoing Completed

Develop the list of high incident areas for collisions and violations associated with the crashes. Use multiple enforcement techniques to target and change behavior. The efforts will be ongoing and reevaluated when new crashes occur to ensure we continue to use resources in the most effective and impactful manner.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 17, 2024 20:36:06

The Rockville City Police Department (RCPD) continues to enforce traffic safety alongside other enforcement activities. RCPD has added another officer to the Traffic Unit and patrol officers continue to enforce traffic laws while working their shifts. RCPD officers respond to traffic enforcements requests from the public and other city departments. DPW staff will forward traffic safety requests when residents or visitors indicate people not yielding or following traffic laws in specific areas. This is an initial response before infrastructure changes are considered.

Action Item 2.2 Ongoing - Ongoing Progress 100%

Explore Expanding Automated Enforcement: Increase the use of automated enforcement to address excessive % # speed and red-light violations if determined to be feasible in next contract with vendor. 6 Completed 100.0 1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 2.2.1 Ongoing - Ongoing Completed

Both speed and red-light cameras are a part of the ongoing and continued efforts at promoting safe driving in the City. These efforts will include maximizing the impact to driver behavior through placement of existing portable speed cameras in line with violation and crash data while ensuring the location is in compliance with legal statues. When a new contract is executed with the vendor RCPD will explore the feasibility of increasing the number of automated devices to deployed at more locations allowing for greater impact on driving behavior and promoting safe driving.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Under the new automated enforcement contract, all speed and red light cameras in the City have been replaced with newer equipment. There are seventeen speed monitoring systems and ten red-light monitoring systems in the city. For speed monitoring there are 10 portable camera units, 6 fixed pole units, and 1 mobile van. There are ten red light cameras. RCPD staff attended the June Transportation and Mobility Commission meeting to discuss red light cameras. Data collected from automated enforcement cameras, including the number of tickets issued per month and camera location are shared with Public Works staff and used to evaluate roadway safety projects.

Action Item 2.3 Ongoing - Ongoing Progress 100%

Expand Traffic Law Enforcement and Distracted Driving Detection Program: Expand existing traffic focused%#programs, such as usage of decoy police officers/vehicles and speed indicator radars. Increase diverse methodsCompleted100.01used to assist with aggressive and distracted driving enforcement.Completed100.01

Owner: Bryan Barnett-Woods

Completed

Objective 2.3.1 Ongoing - Ongoing Completed

Develop the list of high incident areas for collisions and violations associated with the crashes. Use multiple enforcement techniques to target and change behavior. The efforts will be ongoing and reevaluated when new crashes occur to ensure we continue to use resources in the most effective and impactful manner.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 17, 2024 20:42:09

The RCPD Traffic Unit continues to focus enforcement efforts along roadway stretches where speeding or unsafe driving commonly occur. Moreover, RCPD continues to receive grants related to Impaired, Aggressive, and Distracted Driving enforcement for additional traffic related details. Additionally, RCPD receives enforcement requests from members of the public and DPW staff related to additional traffic enforcement for specific streets in the City. These streets are added to the locations for additional traffic enforcement.

Action Item 2.4 Ongoing - Ongoing Progress 100%

Collaboration with Court System: When possible and practical, inform judicial system regarding high visibility enforcement and its connection to traffic safety. For violations that occur in High Injury Network (HIN) or other safety-sensitive areas, request the imposition of more stringent penalties so enforcement actions are supported and reinforced.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 2.4.1 Ongoing - Ongoing Completed

Initial education of the judicial system to the Vision Zero efforts has already occurred. As cases go to court, officers will ensure that judges are aware of violations occurring in high incident areas prior to imposing a sanction for the violation.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Initial education of the judicial system regarding Vision Zero has already occurred. RCPD continues to notify judges when violations occur in high incident areas.

Action Item 2.5 Ongoing - Ongoing Progress 100%

Enhance Police Driver Training: Develop a strategy for identifying employees in need of remedial training and		%	#
provide additional hours of a driver training program.	Completed	100.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

%

100.0 1

https://rockvillemd.app.envisio.com/report builder/b0139af1-d12a-45c...

Objective 2.5.1 Ongoing - Ongoing Completed

While not currently an issue for the Police Department, will monitor for any severe or fatal collisions involving police vehicles and continue to identify and provide remedial drivers training as needed.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The department continues to promote to employees the importance of modeling safe driving and pedestrian behavior. Every employee-involved collision is reviewed to include an assessment of previous incidents if they exist. As applicable, employees are required to attend appropriate remedial driver training.

Action Item 2.6 Ongoing - Ongoing Progress 100%

Temporary Traffic Control Devices: Provide the Police Department with additional temporary traffic controls%#(e.g. portable stop signs / traffic cones) and suitable training to deploy these devices during emergencyCompleted100.01responses, traffic details and other events.100.0111

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 2.6.1 Ongoing - Ongoing Completed

Procure additional temporary traffic control devices as they are identified as being needed. Continue to partner with the County and State when additional devices are needed at crash scenes. This increased visibility and direction at incidents on the streets will reduce the number of severe or fatal collisions occurring on the roadway impacted by an unexpected event.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

RCPD currently has portable stop signs, barricades and cones available to aid in traffic control as necessary. RCPD uses these tools to direct traffic during crash incidents or other events.

Action Area 3 Jun 01, 2020 - Jul 01, 2022 Progress 64%

Action Area 3 - Education: Education engages the public using a variety of outreach methods to instill safe		%	#
Ongoing		55.56	5
behaviors and increase awareness of dangerous driving, biking, and walking behaviors.	Completed	44.44	4

Owner: Bryan Barnett-Woods

Action Item 3.1 Jun 01, 2020 - Jul 01, 2022 Progress 100%

Create Comprehensive Outreach Strategy:	%	#	
Completed		100.0	2
Develop a communication and outreach strategy to share the city's Vision Zero goals with Rockville's entire			
population. Outreach strategies should reflect the needs of Rockville's culturally diverse population. Provide			
outreach for specific groups most at risk4 of being involved in a severe or fatal collision per the results of the			

Owner: Bryan Barnett-Woods

data analysis.

Safe and Livable Neighborhoods

Objective 3.1.1 Jun 01, 2020 - Jul 01, 2021 Completed Progress 100%

Create a comprehensive outreach strategy for the general population.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 19:41:47

The Public Information Office regularly shares Vision Zero information with the public through Rockville 11, Rockville Reports, and the city's multiple social media channels. More over, city staff are available to attend and present at regularly scheduled community meetings. The contact information for setting up an in person meeting is available on the city's website.

City staff also regularly provide updates to the Rockville Transportation and Mobility Commission, the Rockville Bicycle Advisory Committee, and the Rockville Pedestrian Advocacy Committee regarding Vision Zero projects and plans. Lastly, the city's Vision Zero webpage and Vision Zero projects webpage includes information about ongoing and recently completed transportation safety projects.

Objective 3.1.2 Jun 01, 2020 - Jul 01, 2022 Completed Progress 100%

Evaluate the effectiveness of out outreach efforts and create a communication strategy targeting specific groups per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 17, 2025 17:18:34

Between July 1 and Dec. 31, 2024, the Public Information Office shared 41 Vision Zero-posts across all social media platforms. Posts were related to project updates, amplifying MCDOT and WMATA events, and highlighting city successes.

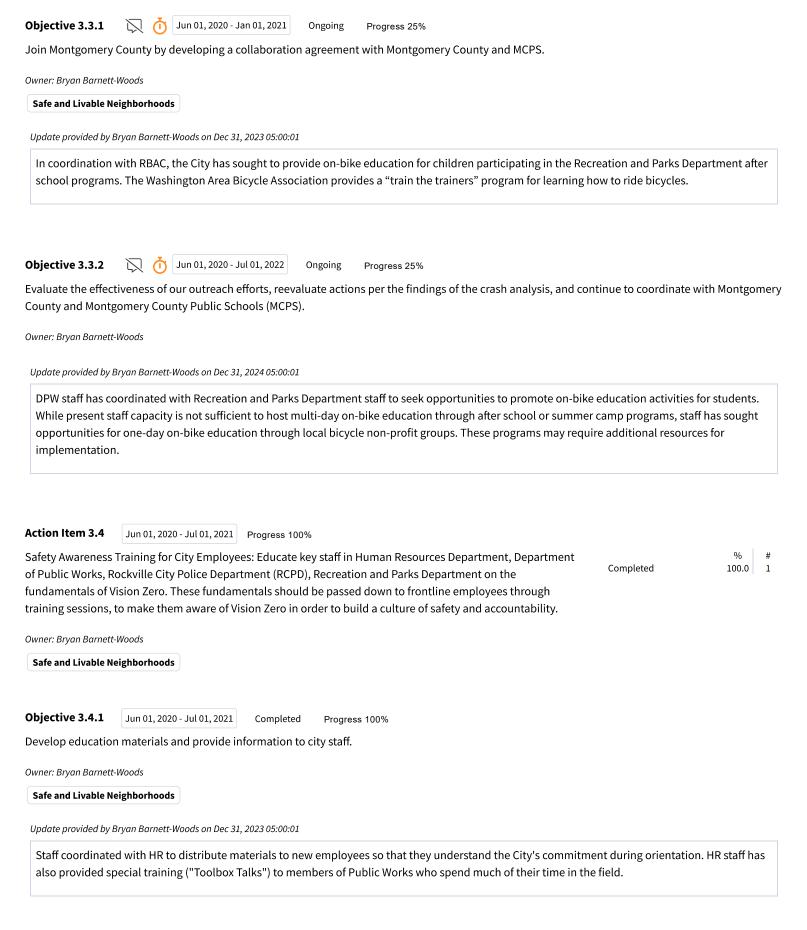
These posts had and average reach of 963, i.e. 963 people saw each of the posts.

The city's website has two Vision Zero-related webpages: a general introduction webpage to the Vision Zero program (www.rockvillemd.gov/ visionzero) and a more specific sub-page for Vision Zero projects (www.rockvillemd.gov/visionzeroprojects). Between July 1 and Dec. 31, 2024, 306 people viewed the Vision Zero general page and 275 people viewed the Vision Zero projects webpage.

Additionally, there were eight Vision Zero-related articles (and one year-in-review article that mentioned Vision Zero several times) posted to RockvilleReports.com between July 1 and Dec. 31, 2024. Combined, these articles were viewed 579 times.

Action Item 3.2	\sum	Jun 01, 2020 - Jul 01, 2022	Progress 38%
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Action rem 5.2 Charlen 1, 2020 - Jul 01, 2022 Progress 38%
Join Montgomery County on Safe Routes to School Activities: Join Montgomery County on the expansion of Safe Routes to School (SRTS) activities to all schools within Rockville and comprehensive traffic safety education for pedestrian, bicycle, and driver safety at appropriate ages.
Owner: Bryan Barnett-Woods
Safe and Livable Neighborhoods
Objective 3.2.1 🙀 付 Jun 01, 2020 - Jan 01, 2021 Ongoing Progress 75%
Join Montgomery County by developing a collaboration agreement with Montgomery County and MCPS.
Owner: Bryan Barnett-Woods
Safe and Livable Neighborhoods
Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01
The City of Rockville supports schools participating in Bike to School Day in May and in Walk to School Day in October. The city provides flyers and free giveaways for students to participating schools. RCPD also provides traffic officers to help students cross major streets.
The Montgomery County Department of Transportation Safe Routes to School Coordinator works with Montgomery County Public Schools to provide opportunities to learn about and practice safe transportation. This includes schools within Rockville.
Objective 3.2.2 Image: Second system Imag
Owner: Bryan Barnett-Woods
Safe and Livable Neighborhoods
Update provided by Dave Gottesman on Aug 01, 2023 04:00:01
The City encourages students to share their experiences on the Vision Zero survey. Students can receive a community service hour for completing the survey.
Action Item 3.3 🔀 Jun 01, 2020 - Jul 01, 2022 Progress 25%
Join Montgomery County on On-bike Education Programs for Kids: Join Montgomery County in establishing an % # Ongoing 100.0 2
Owner: Bryan Barnett-Woods



Action Item 3.5 \square Jun 01, 2020 - Jul 01, 2022 Progress 75%

Training in the Community: Identify major employers, TDM programs, civic associations, 55+ centers and living facilities, religious institutions, HOAs, PTA's and other community stakeholders to receive Vision Zero training and messaging. Training materials, messaging and strategies should be flexible so they can be utilized by a variety of cultures and community groups.

% 50.0 Ongoing 1 Completed 50.0 1

Owner: Bryan Barnett-Woods

Objective 3.5.1 Jun 01, 2020 - Jul 01, 2021 Completed Progress 100%

Create outreach materials and identify community partners.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

City staff continues to participate in the annual Bike to Work Day event, scheduled for May 15, 2025. DPW staff support the bike-to-work-day "pit stops" in Rockville to provide maps, bicycle safety information, and other giveaways to participants. Recreation and Parks Department staff support these efforts by providing tables, chairs, and trash cans for each pit stop as well as helping coordination location reservations.

Vision Zero resources, including a fact sheet and tips for safe walking, rolling, bicycling, and driving are available on the city's website. Staff has also recently purchased the League of American Bicyclists' Quick Start Urban Cycling Guide in English and Spanish. These small guidebooks can be given away to community members at events or shared with recreation center staff to be shared with interested residents.

Objective 3.5.2

Jun 01, 2020 - Jul 01, 2022

Ongoing Progress 50%

Evaluate the effectiveness of our outreach efforts and reevaluate actions per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

 \sum \square

Staff continues to track the number of participants at city Bike to Work Day pitstops.

Action Area 4

Ongoing - Ongoing Progress 83%

Action Area 4 - Policy: Policy lays the foundation for the city's future vision zero initiatives and seeks to improveOngoingthe way traffic safety is managed throughout the city by advocating for the vital tools to fully enact the VisionOngoing Completed		%	#
		33.33	4
		66.67	8
Zero strategy.			

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

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Action Item 4.1 Jun 01, 2020 - Ongoing Progress 100%

Appoint Vision Zero Coordinator: Appoint a Vision Zero Coordinator to oversee implementation of this plan and		%	#
champion Vision Zero throughout the city.	Completed	100.0	1

Owner: Bryan Barnett-Woods

Objective 4.1.1 Jun 01, 2020 - Ongoing Completed

Serve as an initial point of contact and overseer of action item implementation.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The Department of Public Works Traffic and Transportation Division hired a Pedestrian and Bicycle Coordinator in 2019, in 2020 their responsibilities expanded to include Vision Zero Coordination. After a vacancy, this position was refilled in 2021.

Action Item 4.2 Ongoing - Ongoing Progress 100%

Establish a Cross-Departmental Vision Zero Task Force: Create opportunities for communication across Completed departments participating in Vision Zero. Work towards implementing Vision Zero Action items. This task force will also review each serious injury and fatal crash (within the City of Rockville) as soon as possible after the event to identify potential actions the city can take to address safety issues. The task force will also appoint a liaison to Montgomery County's Collision Review Team.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.2.1 Ongoing - Ongoing Completed

Provide coordination among city departments while implementing action items.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 19:59:10

The city has established a Vision Zero Task Force which includes representatives from the following departments and divisions: Rockville City Police Department, Department of Public Works, Department of Recreation and Parks, and the Rockville Public Information Office.

The Vision Zero Task Force meets biannually to discuss status updates of the Vision Zero Action Items. The next meeting is scheduled for May 2025.

Additionally, after a fatal crash, this task force coordinates to carry out a Vision Zero Post Crash Inspection. The Montgomery County Police Department Collision Reconstruction Unit conducts the crash investigation and prepares the report. However, this process can take several weeks. The Vision Zero Post Crash Inspection allows city staff to inspect the location of the crash to ensure that street pavement, concrete, streetlights, pavement markings and signals are not deficient.

Action Item 4.3 Jun 01, 2020 - Jul 01, 2022 Progress 75%

Change Policies, Regulations, and Laws: Identify city, Montgomery County and state laws, policies, and regulations that are hindering the city's progress towards Vision Zero and develop strategies to update them. Emphasis should be on laws that allow for innovative engineering and ability to lower speed limits to align with leading Vision Zero practices. Collaborate with Montgomery County's Vision Zero Steering Committee.

Ongoing

% 100.0 1

%

100.0 1

Owner: Bryan Barnett-Woods

Objective 4.3.1 $\boxed{1}$ Jun 01, 2020 - Jul 01, 2022

Progress 75%

Review existing laws, policies, and regulations and identify specific changes per the findings of the crash analysis.

Ongoing

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2024 05:00:01

Staff have reviewed the Sidewalk Prioritization Policy, Complete Streets Policy, Comprehensive Transportation Review, and Synthesis of Sidewalk Policies. Recommendations to update these policies are included as key action items in the recently approved Pedestrian Master Plan.

Staff is currently working to prepare a new draft of the Comprehensive Transportation Review. Once complete, this draft will be shared with the Transportation and Mobility Commission. In addition to being included in the Pedestrian Master Plan, the Transportation and Mobility Commission have recommended that this policy be updated. Staff has also begun to the process to update the Sidewalk Prioritization Policy and has identified best practices and similar policies in the region that are used to identify which sidewalk gaps should be evaluated and constructed first.

Staff has also recently approved and begun using new guidelines to determine whether to add new marked crosswalks in response to resident crosswalk requests.

Action Item 4.4 Jun 01, 2020 - Ongoing Progress 100%

Ensure Fairness and Equality throughout Vision Zero Projects: Work with community to ensure that Vision Zero		%	#
strategies, approaches, messaging and projects prioritize safety, ensures fairness and are distributed equally	Completed	100.0	1
and equitably among a variety of diverse stakeholders.			

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.4.1 Jun 01, 2020 - Ongoing Completed

Review all Vision Zero projects and strategies during the entirety of implementation to ensure fairness and equality are met.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

Staff continues to carry out action items through the lens of equity and fairness. This includes assessing the needs of all people traveling different modes and providing an opportunity for people to achieve equal outcomes and not only be provided equal opportunities to travel safely.

Action Item 4.5

Jun 01, 2020 - Jan 01, 2021 Progress 100%

Create Vision Zero Webpage: Create a Vision Zero webpage that contains Vision Zero related information		%	#
including tracking information for action items.	Completed	100.0	1

Owner: Bryan Barnett-Woods

Finalize the design of the Vision Zero webpage.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

A web page for the City's Vision Zero program is published on the City's website. The webpage includes a link to the Vision Zero Action Plan document, recently completed and ongoing transportation projects, crash data resources, and past progress reports. The "Near-Miss" questionnaire was added in December 2021 to solicit responses from residents and visitors who have experienced a near-miss incident. Additionally, the most recent Vision Zero update, timeline, and progress charts have been added.

The PIO created a Vision Zero projects sub-page within the Vision Zero webpage. This helps organize the web page so that information is more accessible to the webpage visitors.

Action Item 4.6 Jun 01, 2020 - Ongoing Progress 100%

Publish Collision Data: Collaborate with Montgomery County to publish collision data on the city's Vision Zero % # webpage and distilling data for easier consumption and analysis by the public. Completed 100.0 1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.6.1 Jun 01, 2020 - Ongoing Completed

Publish crash data findings and analysis on the city's Vision Zero webpage upon the completion of the crash data analysis.

Owner: Bryan Barnett-Woods

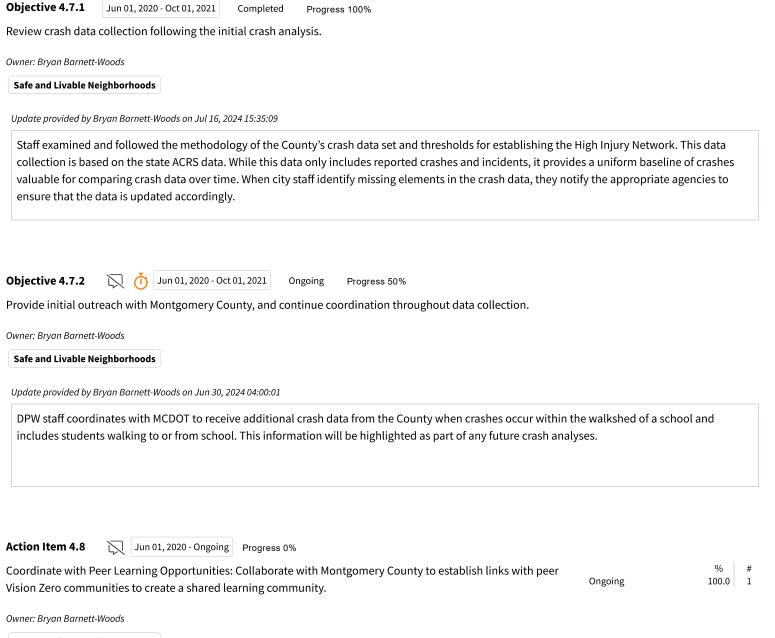
Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The Maryland State Police provide access to the Automated Crash Reporting System (ACRS), which collected crash reports from all police departments in Maryland. Each week, Montgomery County shares ACRS data on its open data portal, Data Montgomery. The city's Vision Zero website includes a link to this data.

Action Item 4.7 💫 Jun 01, 2020 - Oct 01, 2021 Progress 75%

Improve Crash Data Collection: Improve collision data collection by the city through collaboration with		%	#
	Ongoing	50.0	1
Montgomery County and SHA.	Completed	50.0	1

Owner: Bryan Barnett-Woods



Ongoing

Completed

50.0

50.0

1

1

Objective 4.8.1 📃 Jun 01, 2020 - Ongoing Ongoing

Provide initial outreach to other Vision Zero Communities and organizations.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jun 30, 2024 04:00:01

Staff continues to coordinate with Montgomery County and Maryland Department of Transportation on Vision Zero actions item through their Vision Zero Coordinator and during the quarterly coordination meetings. Staff also attends the Montgomery County Vision Zero partners meetings. These meetings are an opportunity to share best practices, request transportation improvements of other agencies, and to partner on larger safety projects or grants.

Staff also attends the MWCOG Bicycle and Pedestrian Subcommittee, Car Free Day Subcommittee, and the Bike-to-Work-Day Subcommittee, which all provide ideas and opportunities to promote safe walking and bicycling.

Lastly, staff regularly participates in continuing education opportunities to learn about evolving best practices for traffic safety and management, new programs to fund infrastructure improvements, and how to best incorporate equity in transportation decisions, among other learning opportunities. Staff attended the Maryland Highway Safety Summit in May and the MDOT SHA "Safe Systems Approach" roadway analysis training in June.

Action Item 4.9	\square	Jun 01, 2020 - Jul 01, 2023	Progress 88%

Review Existing Traffic Safety Programs and Policies

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.9.1 Jun 01, 2020 - Jul 01, 2022 Completed Progress 100%

Complete the review of the city's existing traffic safety programs and policies per the findings of the crash analysis.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:02

City staff reviewed several of the City's ongoing traffic safety programs and policies to identify where additional improvements could be made. Staff will update the Sidewalk Prioritization Policy, Complete Streets Policy, Comprehensive Traffic Review, and Synthesis of Sidewalk Policies as part of the Pedestrian Master Plan implementation.



Identify and prioritize specific changes.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Jan 15, 2025 20:06:17

City staff is currently updating the Comprehensive Transportation Review and the Sidewalk Prioritization Policy. When drafts of these updates are ready, they will be shared with Transportation and Mobility Commission for initial comment and then with the public.

Action Item 4.10 Jun 01, 2020 - Jul 01, 2021 Progress 100%

Procure Safer Vehicles: Adopt new vehicle fleet purchasing policy to include purchasing specifications for crash		%	#
avoidance systems, side and under-run guards, mirrors and lighting.		100.0	1

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Objective 4.10.1 Jun 01, 2020 - Jul 01, 2021 Completed Progress 100%

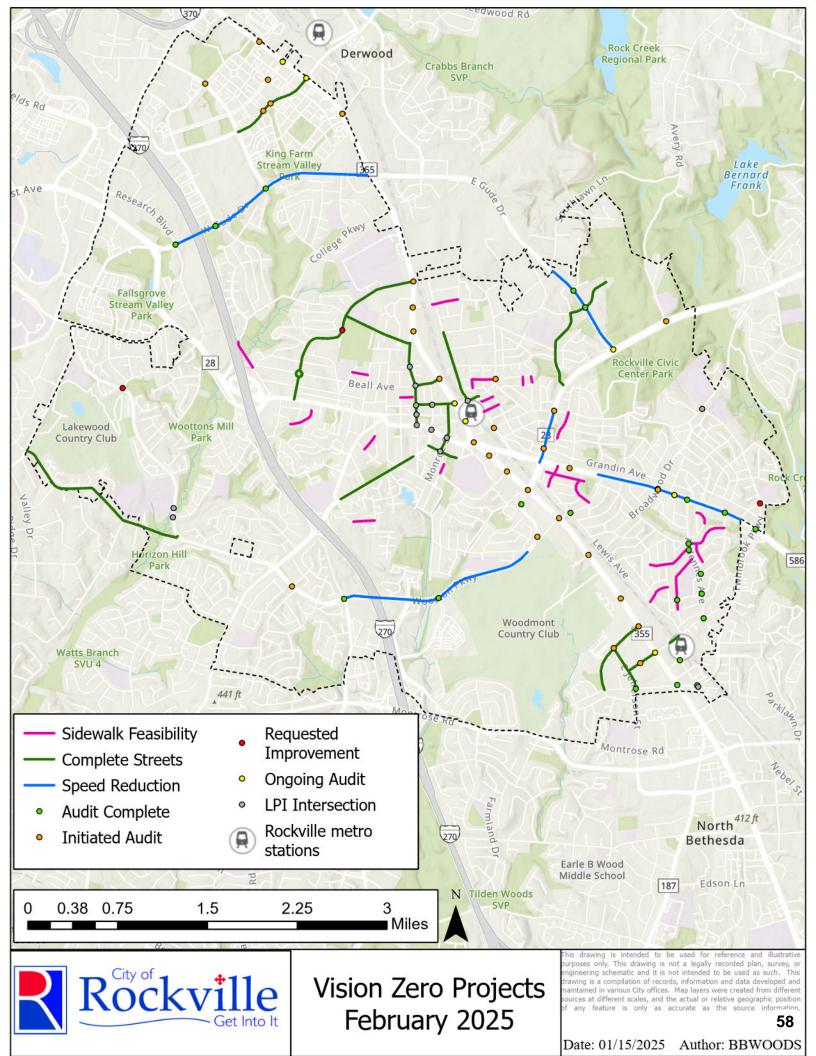
Adopt new fleet purchasing policy.

Owner: Bryan Barnett-Woods

Safe and Livable Neighborhoods

Update provided by Bryan Barnett-Woods on Dec 31, 2023 05:00:01

The city's annual budget was updated in FY 2023 to include the following, "The Fleet Services Division is responsible for ensuring that vehicles acquired are equipped with available features intended to enhance safety for motorists, pedestrians, and bicyclists in accordance with the Vision Zero Action Plan." The Fleet Services Division works to ensure that all vehicles ordered has all available safety features installed.



Vision Zero Action Plan, Pedestrian Master Plan, and Bikeway Master Plan Progress Update

Rockville

February 3, 2025

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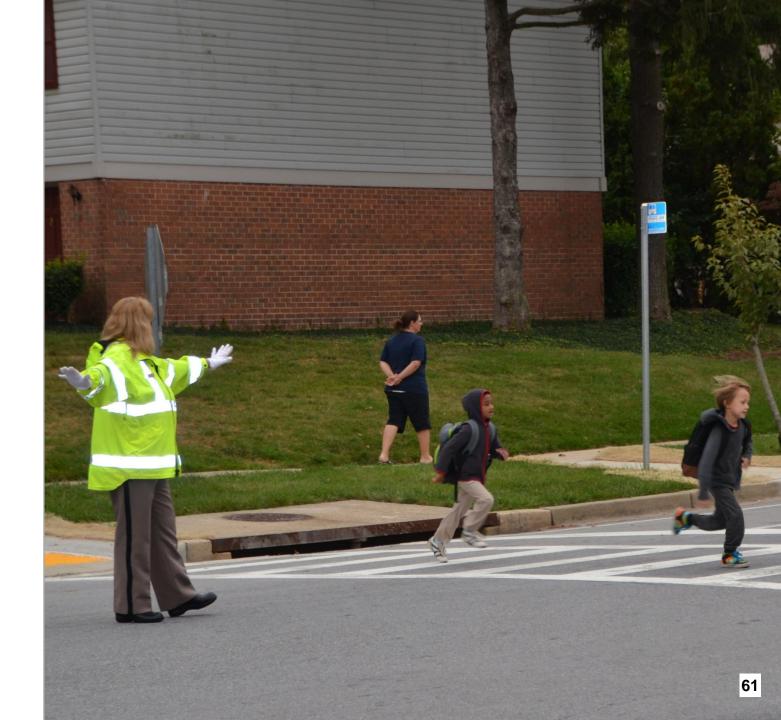
Agenda

- Vision Zero
- Master Plans
- Engagement
- Projects



Vision Zero

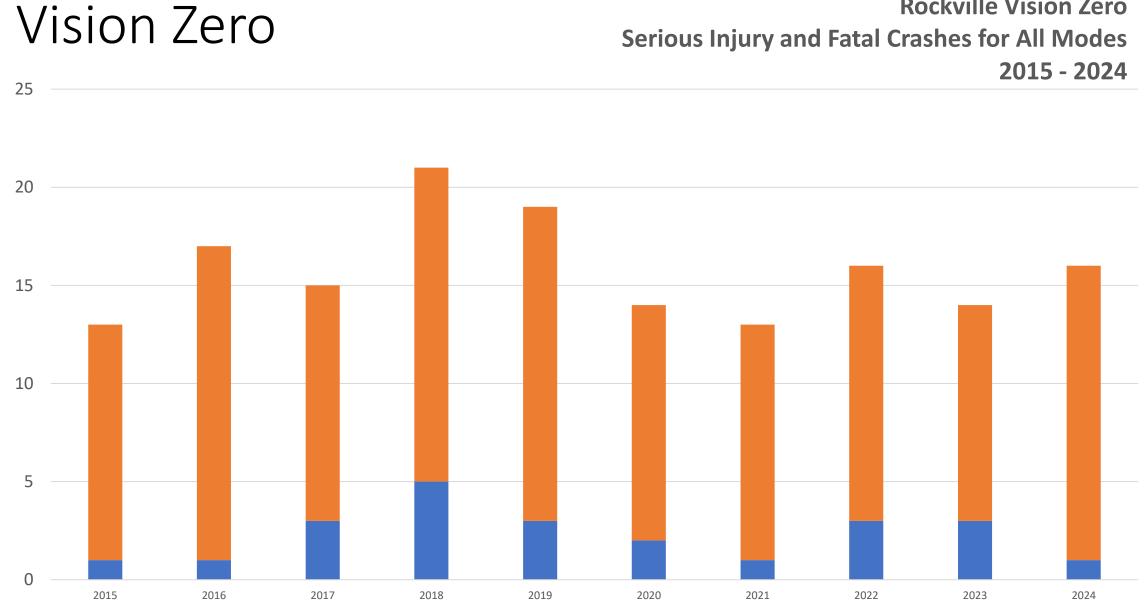
- Adopted in 2020
- Eliminate Serious Injury and Fatal Crashes
- Multimodal
- Multidisciplinary



Vision Zero

- 30 Action Items
- Engineering
- Enforcement
- Education
- Policy





Fatal Serious Injury

Rockville Vision Zero

Pedestrian Master Plan

- Adopted October 2023
- 44 Action Items
- 10 Action Categories



Bikeway Master Plan

- Adopted in 2017
- Bicycle Facilities
- Policy Enhancements



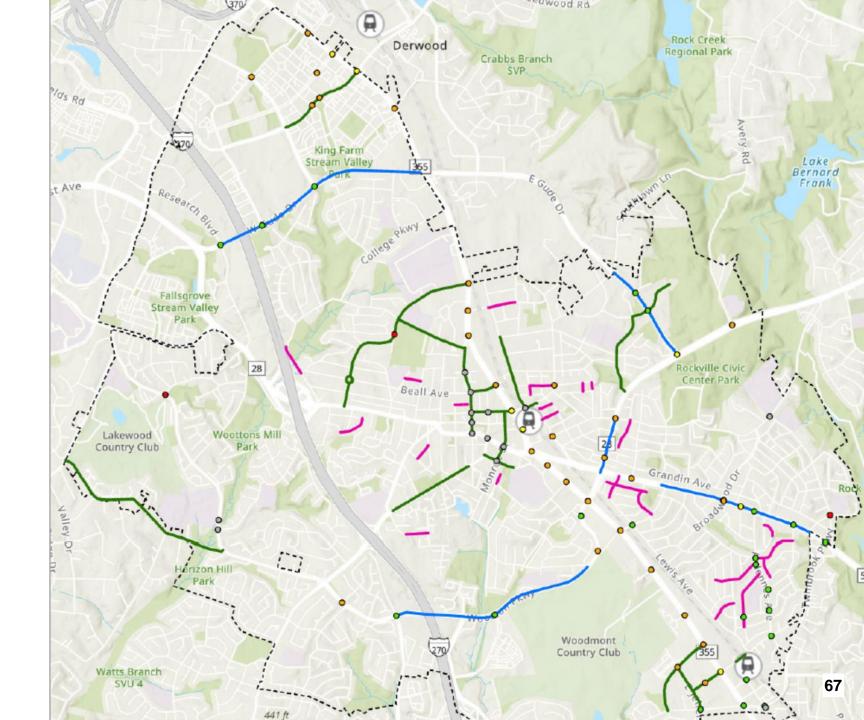
Public Engagement

- Project specific meetings
- Committees and Commission
- Upon request
- Online Jul. 1 Dec. 31
 - 9 Rockville Reports Articles
 - 41 Social media posts



Project Map

- LPI IntersectionIntersection AuditComplete
- Ongoing Audit
- Initiated Audit
- Public Requested Improvement
- Speed Reduction
- Sidewalk Feasibility



Sidewalks –

Group 1 - Implementation

- Monroe Completed
- Frederick Avenue
- Highland Avenue
- Nelson Street

Group 2 – Design 2025

- Carr Avenue
- Charles Street
- Gail Avenue



Sidewalks -

Group 3 – Feasibility Study 2025

- Aleutian Avenue (Midway Avenue to Trail entrance)
- Blandford Street (Road end to Mt. Vernon Pl
- Calvert Road (Roxboro Rd/Walking Path to Brent Rd)
- Denham Rd (Maple Avenue to Baltimore Rd)
- Laura Lane (Dale Drive to Evans St)



Sidewalks –

Twinbrook

- Brooke Dive Design 2025
- Crawford Drive (Gail Ave to Hillcrest Park)

 Design 2025
- Midway Avenue Design 2025
- Halsey Road Feasible
- Wade Avenue Feasible

Others

- Potomac Valley Road 100% Design
- Virginia Avenue Construction 2025



Intersection Safety Audit

• Round 1 - Complete

- Wootton Parkway & Fleet Street
- Edmonston Drive & Lewis Avenue
- Wootton Parkway & Seven Locks Road
- Wootton Parkway & Preserve Parkway
- E. Gude Drive and Taft Court

• Round 2 - Implementation

- E. Jefferson Street & Rollins Avenue
- E. Gude Drive & Rothgeb Drive
- W. Gude Drive & Gaither Road
- W. Gude Drive & Piccard Drive
- W. Gude Drive & Research Boulevard



Intersection Safety Audit

• Twinbrook

- Ardennes Avenue & Wainwright Avenue
- Ardennes Avenue & Ridgway Avenue
- Lemay Road & Ridgway Avenue

• Other

- Mannakee Street & Smallwood Road
- Mannakee Street & Carr Avenue
- Twinbrook Parkway & Meadow Hall Drive
- Edmonston Drive & Crawford Drive
- Monroe Street & Cabin John drive



Safe Streets and Roads for All

- Intersection Safety Audits
 - 10 City Intersections
 - 20 State Intersections
- Agreement Completed
- Project Scope Ongoing



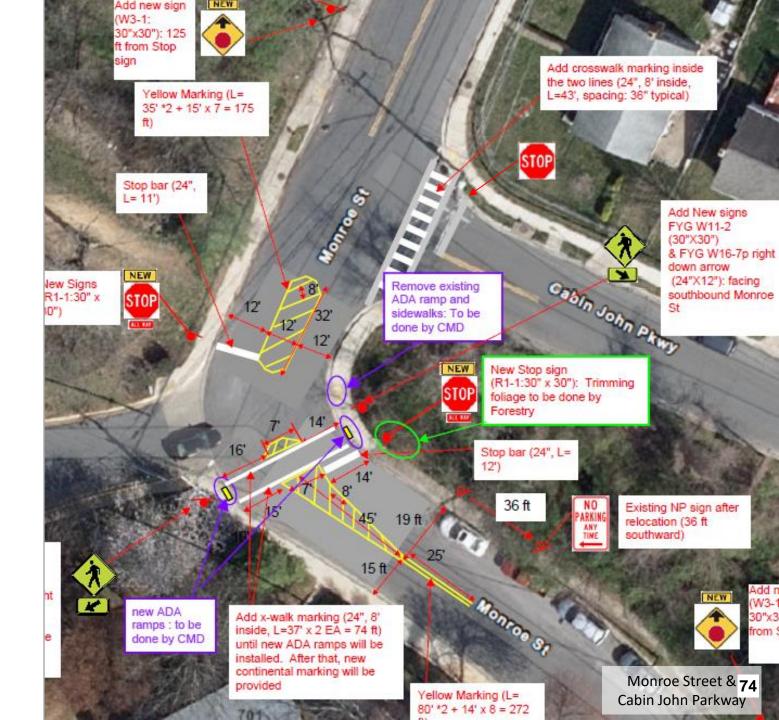
Crosswalks

• New guidelines

• Approved September 2024

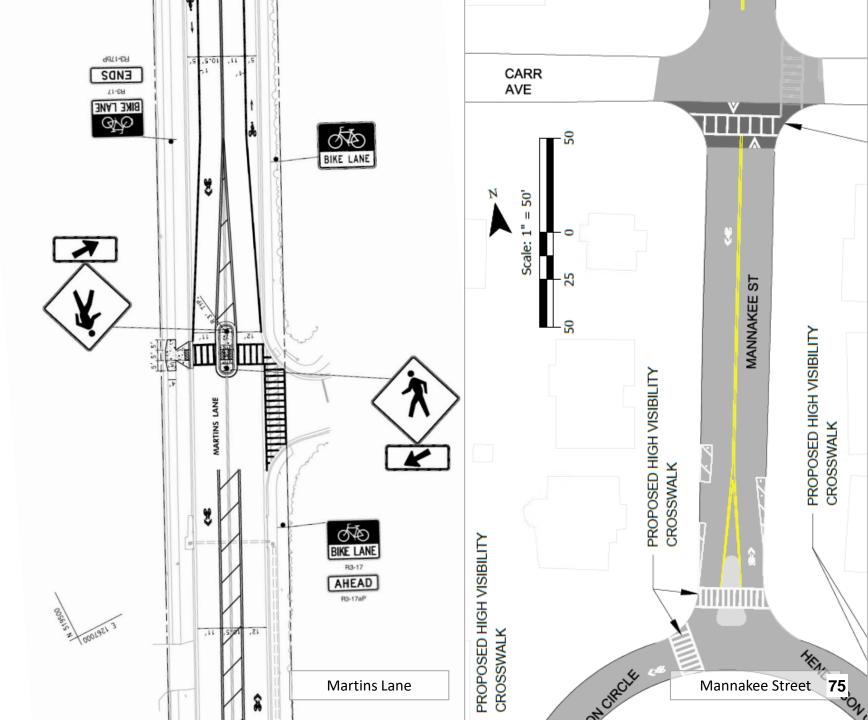
Recently approved

- First Street at Lynn Court
- Crabb Avenue at Longwood Drive
- Monroe Street at Cabin John Parkway
- Cabin John at Blandford Street and Lynfield Drive



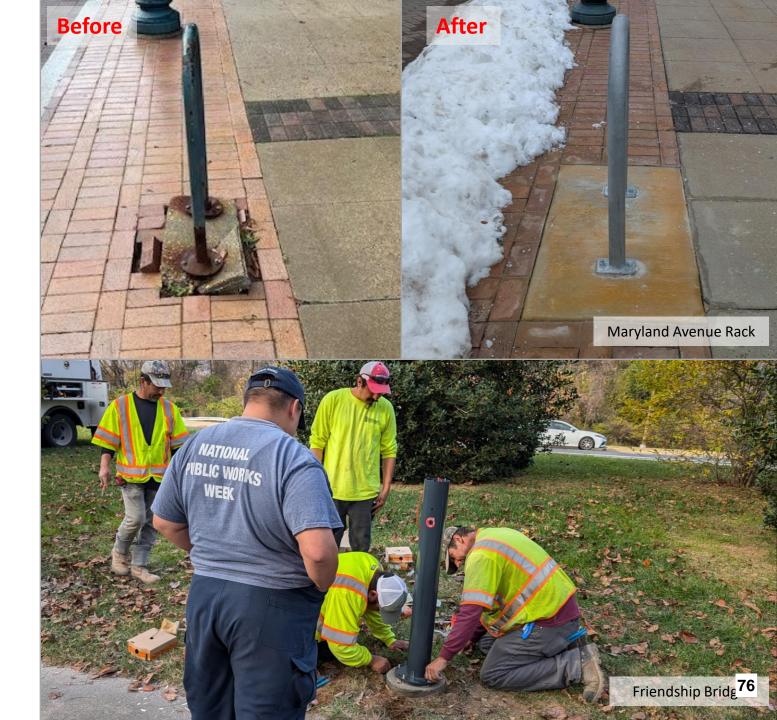
Bike Lanes

- Martins Lane
- Mannakee Street



Bike Facilities

- Parking Racks
- Fix-it Racks
- Counters



Bikeshare

- MDOT Carbon Reduction Program grant
 - Install up to 4 bikeshare stations in Twinbrook area
 - Coordination with County



Traffic Calming

Mannakee Street

- Mannakee Street & Smallwood Road
- Mannkee Street & Carr Avenue

Resident Initiated

- Twinbrook Parkway & Meadow Hall Drive
- Edmonston Drive & Crawford Drive

• Vision Zero

• Edmonston Drive & Lewis Avenue



Halpine Road & E. Jefferson Street

- Project Initiated, procure consultant
- Feasibility study, design, and outreach



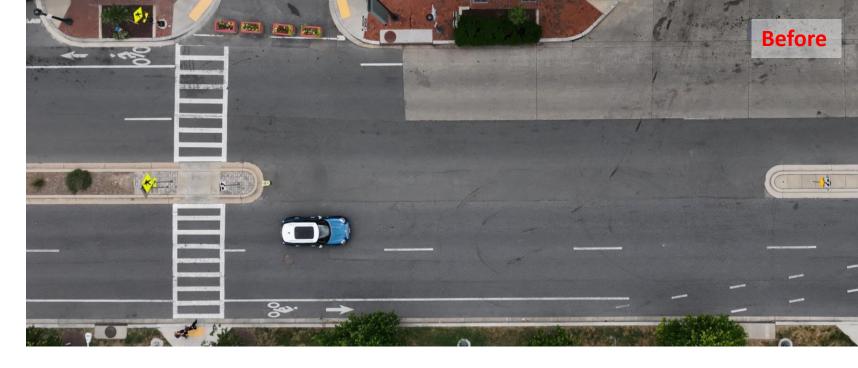
Congressional Lane

- Study initiated
- Reduce speeding, improve access, enhance multimodal travel
- Outreach and traffic impact evaluation



Beall Ave

- Asphalt Art
- Protected Bicycle Lanes
- Parking & Loading
- Bus Platform









MDOT SHA Coordination

- Quarterly meeting
- First Street (MD 28) Speed Reduction
 - 40 MPH \rightarrow 35 MPH

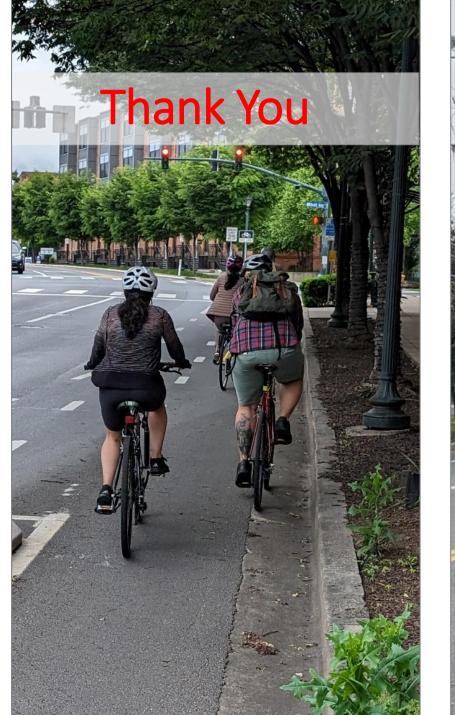


Neighborhood Access and Equity

- Twinbrook Pedestrian and Bicycle Bridge Study and Design
 - Benefit-Cost Analysis
 - Community Outreach
- Agreement Completed
- Project Scope Ongoing









Mayor and Council Questions and Staff Responses

Questions from Mayor Ashton

ENGINEERING

- 1. Can you share how the City staff is helping to advocate for Rockville Residents when there are pedestrian concerns near North Farm when the road is managed by another jurisdiction. North Farm is a community of 262 homes just north of Montrose Rd. and just east of I-270. NFCA is seeking enhanced traffic safety measures on Montrose Rd. -- specifically the deployment of red-light cameras and reducing the speed limit from 40 mph to 35 mph in the stretch of Montrose Rd. between Tower Oaks Blvd. and the beginning of Josiah Henson Pkwy. NFCA has been in dialogue with MCPD/ATEU, MCDOT, and the County Council Public Safety and Transportation and Environment Committees regarding enhanced traffic safety in the subject corridor. However, little has been done to date to improve traffic safety while collisions and near misses continue to regularly occur.
- A. Staff understands that the NFCA is seeking speed reduction and red-light enforcement along Montrose Road, a County-owned roadway, which MCDOT rejected in the past. MCDOT stated that they would not reduce the speed limit without changing the roadway geometry, which they were not in favor of due to safety risks caused by speed variances/differentials between vehicles.

In the past, staff has worked closely with the North Farm leadership and shared with them the necessary information to help them advocate to the county to reduce the posted speed limit – similar to what the DPW has implemented on city streets in recent months - and to improve safety on county roads surrounding their neighborhood.

Flashing lights/ Crosswalks

- 2. At previous M&C meetings, we have discussed looking into a flashing light in front of Nelson by the Woodley Gardens shopping Center. There are many children and families who cross the shopping center to the park, and with the bend in the road just above this crossing there are some precarious crossings. What is the status of this review? Is there a prioritization list that you can share for where these flashing lights will go?
- A. Staff visited Nelson Street at the Woodley Gardens Shopping Center and evaluated this location in response to a resident request in 2023. Staff replaced a faded pedestrian crossing sign and installed a new "state law, stop for pedestrians in crosswalk" signage. At that time, the traffic volumes and pedestrian activity did not

1

justify installing an all-way stop or a pedestrian flashing beacon at this location. Staff does not think adding a flashing beacon at this crosswalk will improve safety. However, staff recognizes that pedestrian activity at this intersection is highly variable and dependent on Woodley Gardens Park programming, particularly in the warmer months when youth sports leagues are ongoing. Staff will evaluate this location further and consider additional safety measures, if warranted.

Staff evaluates locations for pedestrian beacons based on traffic volumes, speeds, and pedestrian activity. Flashing beacons are advisory only and many drivers do not slow or stop when the beacons are flashing. which can cause a dangerous situation when pedestrians expect drivers to stop for them. There is a perception a flashing beacon significantly improves pedestrian safety, however this is not always the case. Staff considers other pedestrian improvements before implementing flashing beacons.

- 3. The Lincoln Park community has continued to ask about a pedestrian crosswalk and flashing pedestrian crossing in front of the LP Community Center. Gven that we have new crosswalk policies, can this be re-evaluated? In April 2024, staff noted . As part of a new study that staff will conduct, staff can evaluate a mid-block crossing and/or flashing pedestrian beacons on Frederick Avenue [in front of the community center]
- A. Staff conducted a field visit in 2024. As part of this evaluation, staff concluded that a mid-block crossing was not justified because of low pedestrian activity and a possible sight distance issue.

Under the new crosswalk guidelines, the pedestrian activity threshold is relaxed. Staff will reevaluate the crossing and reassess the sight distance.

- 4. Parents from Lakewood ES and folks in the community continue to ask about whether there a possibility of creating a crosswalk and potentially flashing light cross signal at Balmoral and Dundee. Children and families cross this street to get to the park right across the street. However, a crosswalk doesn't exist. As Vision Zero considers human behavior and considers natural walking patterns, the neighborhood would like to see this pedestrian safety addition added. I visited the area to observe residents accessing the parks as well as the cars traversing the street on Dundee, and saw potential conflict. I have copied the resident you made this recommendation. Can you please follow-up with him?
- A. DPW staff will follow up with the resident. Staff evaluated this intersection in fall 2023. At that time, pedestrian activity and traffic volumes did not justify a marked crosswalk and staff installed additional pedestrian signage on Dundee Road. Staff will reevaluate this intersection and the adjacent intersection at Glenora Lane and Dundee Road for possible crossing improvements.

- 5. When will the proposed safety improvements on Smallwood and Mannakee discussions going? I know that staff accepted feedback through Jan 10 and that feedback was provided last year.
- A. The temporary improvements will be installed in March 2025, and the permanent improvement is expected to be installed in the summer before school begins.

Staff communicated with the community around mid-January and shared with them the feedback received. Staff informed the residents that the permanent solution would consist of a concrete pedestrian refuge median that will be constructed as part of the roadway resurfacing project. The community was pleased with the outcome of this process.

Bus Stops:

- 6. During the Vision Zero planning discussions and M&C follow-up, we have previously asked about concerns related to bus stops that are mid-block that do not have additional safety features to help residents crossing to catch the bus. There are several on Veirs Mill as an example where I have observed people running across the street and cars not stopping. Staff shared that they would work with the County on relocation or extra safety measures/ flashing lights. The City also has asked M&C to approve a few bus stop improvement contracts during which time we asked if the placement of the bus stops would be reconsidered as renovations and benches were being added.
 - a. Can you please share an update on the status?
 - b. Can you share if there is a list of the most concerning bus stops to be addressed?
- A. City staff has identified 239 bus stops in the city, regardless of roadway ownership, that are more than 150 feet from a marked crosswalk.

Staff requested MCDOT Ride On move five bus stops on Rockville Pike between First Street/Wootton Parkway and Country Club Road closer to their respective intersections. MCDOT Ride On indicated that only two of the stops could be relocated because of queue lengths needed for bus operations. Staff was working with MCDOT Ride On and MDOT SHA to move the bus stops, however these were incorporated into a concurrent MDOT SHA sidewalk reconstruction project, which was put on hold and added to the ongoing MD 355 Bus Rapid Transit project.

There is a bus stop on Veirs Mill Road at Okinawa Avenue where staff asked MDOT SHA to improve the crossing or to remove the center median ramp to help clarify the crossing location. MDOT SHA has not yet made any changes. DPW staff will follow up with MDOT SHA.

Staff plans to look at opportunities for future actions to consider relocating bus stops or adding marked crosswalks on city-maintained streets.

State Roads:

- 7. Safety poles on Veirs Mill and Atlantic in Twinbrook. Has this been addressed? There were removed when the road was repaved, and staff shared last year that members were working with SHA to replace.
- A. Staff followed up with MDOT SHA requesting an update regarding the replacement of the flex post delineators and other improvements. Staff is awaiting an update.
- 8. Near exit five, bikers and pedestrians have to play a game of chicken to get across the overpass on 270, which really disconnects pedestrians and bikers West of 270 and Town Center. One of the crossings has a light, the others do not and you have to run across to not be hit by cars coming off of 270 into the neighborhoods. We have raised this area before and noted this as an area of concern. I have even seen the signage near that area knocked out by cars and shared pictures with staff. What can we work with SHA to fix this?
- A. Staff had worked extensively on preliminary design with MDOT SHA to rebuild this overpass and improve pedestrian and bicycle accessibility and safety as part of the I-270 project. Now that this project is on hold in Rockville and more time has passed, staff will revisit potential interim improvements to the I-270 overpass with MDOT SHA.

Bike Safety:

- 9. What percent complete are we on the bikeway masterplan? I know that we made progress since I previously asked in 2020 to start tracking, and would like to see how we are tracking now.
- A. The Bikeway Master Plan is 27.26% complete. The following table details the progress for each bike facility and will be included in the staff report:

Facility Type	Constructed	Total Recommended	Percentage
	(miles)	(miles)	Complete
Bicycle Lanes	1.75	8.53	20.52%
Shared Roadways	6.69	17.34	38.58%
Climbing Lanes	0.37	2.77	13.70%

Shared-Use Paths	1.33	5.40	24.63%
Cycle Tracks	0.77	5.98	12.93%
Total	10.91	40.02	27.26%

- 10. We have received testimony on supporting bikeshare options. I know that staff worked with the County as they shifted around some of the bikeshare stations. How are we doing on this front to date? The latest update noted is that we are working on an MOU.
- A. Staff continues to coordinate with MCDOT regarding an agreement for the new bikeshare stations that the city will purchase using awarded grant funds. Presently, staff is waiting for county direction regarding the maintenance and operations agreement of bike share stations.
- 11. Last Vision Zero discussion, we requested that we look into the bike fix it stations (tire repair, air, etc). I showed a picture of an example at a County HS, but haven't seen these in the City. Thank you for noting in the update that staff is exploring. What is the anticipated timing to get these in; is a starter installation set possible by end of 2025?
- A. A fix-it rack was installed along the Carl Henn Millennium Trail in 2022 at the Thomas Farm Community Center. This fix-it rack was installed as a pilot for the city and to get feedback from city bicyclists. Following the positive reception, staff identified several proposed locations for additional fix-it racks. These locations have been shared with RBAC and their feedback was taken into consideration. Staff is currently obtaining price information for procurement and installation. Once costs are finalized, staff will coordinate with R&P staff to finalize rack locations.

Sidewalk Prioritization:

- 12. How many missing segments of sidewalks are still within the City? I did see a note measured in terms of miles. During the Comprehensive Planning process it was noted that there were somewhere on the order of 52 segments. Can you please share in terms of segments so that we can compare?
- A. There are approximately 50 miles of sidewalk gap in the city and 458 different sidewalk gap segments.
- 13. When is the updated sidewalk prioritization policy expected to be shared with M&C?
- A. Staff will share the updated sidewalk prioritization policy in Fall 2025. Staff is currently preparing new draft criteria for an updated prioritization. It is expected that

staff will complete the draft prioritization, and it will then be shared with RPAC, the TMC and the public for their comments.

- 14. Thank you for the update on the feasibility studies being conducted. The staff report notes that "Staff is collaborating with RPAC to finalize the five sidewalks to be studied. Staff has shared this list with RPAC and has solicited feedback and other recommendations." Can this list also be shared with the Traffic and Transportation Commission as well?
- A. Yes.
- 15. The negotiation led with MML Montgomery Chapter to get tax duplication reimbursement funds back from the County were discussed to help accelerate and support our work on Vision Zero since a major part of the reimbursement is for transportation. Is staff continuing to keep this acceleration in mind for the upcoming
- A. Staff is still waiting to hear back from the County on the final tax duplication calculation. It should be noted that additional funds for Vision Zero will likely be proposed in FY 2026.

ADA:

- 16. Thoughts on including measures for disability and accessibility improvements and prioritization?
- A. Staff implements new right-of-way projects consistent with the PROWAG guidelines. Additionally, DPW implements additional accessibility improvements in accordance with the Mayor and Council's new prioritization in the to bring sidewalks into compliance with public right-of-way accessibility guidelines and continue building new sidewalks.

ENFORCEMENT

Cameras –

17. The last two budget cycles, staff has focused on repairing the broken speeding enforcement cameras. M&C asked about adding cameras based on data where they may be needed. Can you share an update on what is being done? Action 2.2 on this notes that it has been completed, but I haven't seen any more cameras added. We recently did a new contract as part of FY24.

- A. DPW staff shared this question with the Rockville City Police Department (RCPD) who indicated that all cameras are working as programmed. RCPD will be making an on-going effort to evaluate the speed cameras effectiveness using locations and operational durability as data points, and they will be able to make a determination of whether Rockville needs more speed cameras at a later time.
- 18. We recently received testimony about speeding concerns and illegal turns on Evelyn Drive. Can staff offer a follow-up community meeting to discuss and see what additional enforcement/ engineering recommendations may be warranted?
- A. DPW staff communicated with the Montrose Civic Association last month and again this week. Staff has informed them about the latest counts conducted along Evelyn Drive and Rollins Avenue, as well as the new traffic volume and speed counts that will be conducted this week. Staff will also conduct a field observation at the Rollins Avenue and Evelyn Drive intersection. Staff will share all findings with the Montrose Civic Association.

DATA:

- 19. The staff report notes that "among the serious injury and fatal crashes, nine of the sixteen crashes occurred on state-owned and maintained roadways, six crashes occurred on city-owned and maintained roads, and one crash occurred in a parking lot."
 - a. I have reviewed the sites of each of the serious City crashes on page 29 of the briefbook. For those crashes, are there any engineering adjustments that staff recommends to help prevent crashes/ fatalities in the future?
- A. Staff implements a full investigation (post inspection) for all fatal crashes by reviewing all signs, pavement marking, and traffic signals or any other traffic control devices at those locations. Staff follows up by replacing any faded signs or pavement markings as needed. Staff usually reviews all crash reports and assesses the need for any adjustments to improve safety.

For state-owned locations, staff shares the findings of the investigation with MDOT SHA and requests them to perform any needed adjustments.

b. Can you share where we are on improvements on the areas of concern letter we sent to the state? I know that we were able to get a grant for study for 11 of the areas. Any progress to date?

A. DPW staff will follow up with MDOT SHA regarding the status for the improvements for the eleven intersections.

Education:

- 20. Maryvale Elementary would like to partner on the Terrific Kids Bike program and would like to consider bike riding education. Can we work together with Recreation and Parks and the Rockville Bike Hub to collaborate on this? This would support Action item 3.3
- A. The Recreation and Parks Department is pleased to report that they connected with Sharona Chittum from Maryvale Elementary, who is organizing a school event for 18 participants. To support the program, they have reached out to the Rockville Bike Hub, a volunteer organization, to gauge their interest and availability. Additionally, Ms. Chittum is coordinating with the Rockville City Police for further support. We have also provided details about the MCDOT Bike Rodeo program, which aligns well with the school's current plans for bike safety and education.
- 21. The Bike Hub team have shared that as part of Recreation Programs it would be good to offer bike riding education classes. Is this possible? I personally witnessed a few students who received a bike from the Terrific Kids program, but didn't know how to ride. I went out to help one of the students practice, as a volunteer, but can see the value in helping in this area, much like we offer swim classes.
- A. The Recreation and Parks Department appreciates the Rockville Bike Hub team's suggestion to introduce dedicated bike riding education classes. The City of Rockville recognizes the importance of accessible bike education programs and the growing community interest in safe cycling opportunities for all ages.

Currently, Recreation and Parks Department staff lacks the specialized expertise needed to deliver bike education programs in-house. To address this gap, we have been exploring options to contract these services or hire temporary staff. Over the past several years, we have pursued partnerships with organizations such as the Washington Area Bicyclist Association, Montgomery County Department of Transportation, Peddleheads, Pedal Power Kids, and individual experts to develop learn-to-ride events, camps, or series of classes. However, securing firm commitments has been challenging due to contractors' geographic location, willingness to travel, availability, or requests exceeding current city parameters. We will continue to explore options to contract bike education services to offer this program in the future.

93

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- 22. Can we look to get 1-2 more schools per year involved in Bike to School/ Walk to School day. There are a limited number of schools within the City that currently participate. The events that we do have are great.
- A. We welcome more participation from Rockville schools. The Montgomery County Safe Routes to School coordinator encourages all schools to participate in walk/bike to school day. Staff can add information about how to participate in Bike to School Day and Walk to School Day on the city's website.
- 23. The Rockville Bike Hub, which does a lot to coordinate a free bike program for resident youth has noted that they need help identifying new space to store the bikes and perform repairs. Is staff working with them on this? Perhaps REDI can also help?
- A. DPW staff has not received a recent request to identify space for the Rockville Bike Hub. Several years ago, staff researched City facility locations for the Rockville Bike Hub, and did not identify a feasible space to offer. The City Manager is considering Rockville Bike Hub's FY 2026 Community Grant application which sought to expand the operating hours at their 10 North Washington Street location. However, staff is aware that their lease has ended, and they are currently seeking a new location. If Rockville Bike Hub can identify a new commercial location, they may be eligible to seek city financial assistance through a future fiscal year's Community Grant program.

Question from Councilmember Myles

- 1. PP 69 (Slide 16) There is a stop sign at the Cabin John Pkwy & Monroe St intersection, correct? Consider adding one to the illustration?
- A. The image on slide 16 only included the newly proposed improvements for the intersection of Monroe Street and Cabin John Parkway and did not include the existing facilities. For clarity, a stop sign has been added on the slide to the Cabin John parkway approach at Monroe Street to illustrate the existing stop sign.

Questions from Councilmember Van Grack

- Regarding the grant for the shared-use path along Veirs Drive and Scott Drive between Wootton Parkway and the city boundary: Is there any city preparation work which can be done in advance of grant because we need to get this started as soon as possible (i.e., this is a very dangerous area where children are often walking along the side of the road).
- A. DPW staff is taking the necessary steps to advance this project. Earlier this month DPW staff met with MDOT staff who is finalizing the draft grant agreement. In the meantime, city staff is preparing the scope of services in order to advertise the

project design once the agreement has been executed. There is no other work staff can do in advance of the grant.

- 2. I am still receiving complaint regarding Wootton Parkway intersections between Wootton High School and Falls Road. Are we looking into these areas for better pedestrian safety measures?
- A. Last year, staff conducted a field observation at the Wootton Parkway and S. Fallsmead Way intersection and found it to operate as expected with motorists yielding and limited pedestrian activity. Additionally, staff made signal repairs in response to resident requests related to bicycle detection and a pedestrian signal malfunction at the intersection of Wootton Parkway and Greenplace Terrace. If you are aware of any other safety concerns or requests, please provide them so staff can investigate and address accordingly.
- 3. Do we have a status update for the Hurley Avenue Bridge Replacement (CIP: TE16)? The current bridge is a cycling hazards and has been targeted for safety replacement.
- A. Staff is currently working with MDOT SHA to hire a consultant for the design phase.
- 4. Given the status of the pedestrian and cycling area concerns in the Vision Zero Report, does staff recommend increasing the budget for the CIP Project: Concrete Repair & Replacement: FY21-FY25 (TC21) Project? \$3,238,713 was allocated in FY2025 and are there requests for additional repair/replacement based on current conditions?
- A. Staff anticipates changes to the Concrete Repair & Replacement CIP item will be included in the City Manager's Proposed Budget.

Questions from Councilmember Jackson

- 1. I recall that one project Bryan had talked about involved Redland Blvd and increasing parking by making the right lane a parking lane only and narrowing the road to two lanes for traffic. Is that still under consideration? Has there been any movement on it? Or did staff discard the idea after discussing it further?
- A. Staff is currently working with a consultant to prepare a design plan for the demonstration project. Staff has provided initial comments to the consultant and is awaiting a revised plan. It is anticipated the design plan will be completed in March and staff will conduct the demonstration project later this year. Prior to demonstration, DPW will host a virtual public meeting for the King Farm community to share information and collect comments

Questions from Councilmember Valeri

Overall Themes

1. The action plan was adopted in 2020 prior to the current Mayor and Council. Can the plan come before Mayor and Council to determine if the Action Items are still relevant? Or if we would like to add action items?

The goal is to eliminate all road fatalities by 2030. There were only 30 action items when the plan was adopted in 2020. Five years out from our target year, we need to make sure that nothing has been missed from the initial action items.

- A. The 30 action items in the approved plan are scheduled to be completed by 2028. Some action items are continuous and will extend beyond 2028. Staff recommends that review Vision Zero in 2028 after the action items are completed to determine if we wish to develop a new plan. In the meanwhile, if that are any compelling suggestion for changes/additions to the approved plan, then staff is open to those suggestions, as directed by the M&C. Additional staff might be needed since the current workload is at a very high level.
- 2. Was the Action Plan updated after the Access Board's 2023 final rule on ADA and ABA Accessibility Guidelines for the Public Right-of-Way (PROWAG)? Should it be? What resources are being used to stay on top of best practices not minimum compliance in terms of ADA accessibility in transit?
- A. The Plan was not updated in 2023. However, DPW staff is aware of the PROWAG, is taking action to implement it in new infrastructure, and is proposing enhancements to the Concrete CIP program, beginning with the FY25 budget amendment, to bring existing infrastructure into compliance.
- 3. Is there an annual review of Vision Zero action items considering legislation enacted on the state level? Are those reflected in the Action Plan? Or does the Pedestrian Master Plan capture that?
- A. DPW staff works with the City Manager's office to track the status of, and provide comments on, state legislation that affects the city's Vision Zero program or the Pedestrian and Bikeway master plans, among other transportation issues. DPW staff incorporates new state laws into the implementation of the Vision Zero program as appropriate. Thus far, there have not been any new state legislation that needs to be incorporated into the action plan.
- 4. What is the most innovative and creative solution to a transportation infrastructure problem within the City in the past year? And no, the excellent work to bring in amazing amounts of grant money doesn't count.

The implementation of complete streets projects on Beall Avenue in 2024, N. Washington Street in 2023, and Maryland Avenue in 2021 are creative and innovative multimodal safely

improvements that repurpose existing motor vehicle travel lanes to increase safety for all road users and maintain operations. Staff has also acquired new counters to count pedestrians and bicycles and has deployed them in Town Center to collect pedestrian and bikes' data. Additionally, traffic calming improvements such as the pedestrian refuge medians installed on Edmonston Drive in 2024 and Wootton Parkway in 2024. While these projects, may seem straightforward, their planning, implementation, and impact overcome long-standing assumptions about roadway use, traffic safety, and traffic operations.

- 5. Has relevant City staff explored new advances in technology, including AI, to bring in new ideas to ensure pedestrian, bicycle, and other conveyance safety?
- A. Staff keeps up to date with best and innovative practices in the pedestrian and bicycle planning and engineering field. The AI field is fairly new and staff is still learning about how it can be beneficial in traffic signal operations. It should be noted that the AI can be more useful for larger cities with a large network of signals such as Washington DC.

Pedestrian Safety

- 6. Car collisions with property damage are a good indicator of areas within the City that may need infrastructure review and adjustments to proactively fix problematic areas. Can you share the top 20 locations for car-on-car collisions, property damage only?
- A. Staff will investigate and share findings when available.
- 7. Can the Traffic and Transportation (T&T) department share Post-Crash Inspection Memos with M&C when they are posted on the website?
- A. Staff can include future Vision Zero Post Crash Inspection Memos in the DPW monthly reports.
- 8. Will the Vision Zero Crash Analysis 2017-2021 be updated to keep it current? It would be helpful to update this to 2023 at a minimum.
- A. The Vision Zero Crash Analysis will be updated in 2025 to include the 2020-2024 crashes.
- The following areas have been raised by residents as areas in need of safety improvements. Can these be implemented as soon as possible? Photos corresponding to the letters of each item below follow this list.
 - a. Stop sign on N. Horners Lane at Crabb Avenue in East Rockville
 - A. Staff evaluated this intersection and an all-way stop was not warranted due to the heavy traffic on N. Horners Lane and relatively low volume on Crabb Avenue.
 - b. Crosswalk on Frederick Avenue near parking lot entrance to Lincoln Park Community Center

A. Staff conducted a field visit in 2024. As part of this evaluation, staff concluded that a mid-block crossing was not justified because of low pedestrian activity and a possible sight distance issue.

Under the new crosswalk guidelines, the pedestrian activity threshold is relaxed. Staff will reevaluate the crossing and reassess the sight distances.

- c. Sidewalk on Baltimore Rd at Cove Lane
- A. Staff will review this request and assess the feasibility of constructing this sidewalk segment.
- d. Stop sign and significant enforcement presence at Linthicum and Gruenther. All of Linthicum is a significant safety concern as it is a school route.
- A. Staff conducted a field visit at this intersection and found that all ramps at the four corners need to be upgraded. Staff worked with the Construction Management Division to upgrade the four corners last fall. Staff has almost completed establishing all school routes in this neighborhood and will soon propose new crosswalks and stop signs to establish those routes in the neighborhood.
- e. Stop sign at First Street and Lincoln Ave along Maryvale ES walking route
- A. This intersection has all-way stop signs.
- 10. Have Pedestrian Gateways been reviewed by T&T for potential utilization? Are they currently being utilized anywhere within the City?
- A. Staff is proposing a new budget item in FY2026 for a pilot project to install 3-4 new neighborhood signs. The only signs currently posted are on MD 189, MD 28 and Beall Ave. at N. Washington St., and they were installed during the first Town Center Development about 15 years ago.

Action Item 8a - Pedestrian Marked Crossing Guidelines

- 11. Will the T&T department present these new guidelines to M&C? Crosswalks are the number 1 ask across the City from our residents. It has also been, historically, difficult to get approved and installed.
- A. Staff does not plan to present the new guidelines to the Mayor and Council.
- 12. As noted on page 1 of the final draft: "These guidelines were developed after identifying best practices from Federal, State, and local governmental agencies. Many State and local governments use the Federal Highway Administration (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations published in 2018 and NCHRP 562 as

a foundation and adjusted the guidelines to meet their needs, which is the basis on which these guidelines were developed."

- *a.* What other sources for guidelines were utilized? The FHWA guide is very heavily focused on optimizing the automobile experience. And many state and local governments are no closer to achieving Vision Zero by using FHWA guide as their basis.
- A. City staff also considered the Montgomery County Complete Streets program, the Context Driven Toolkit from the Maryland Department of Transportation, regional examples including Arlington County and the City of Gaithersburg, and national examples including the City of Sacramento, the City and County of Denver, the Portland (Oregon) Bureau of Transportation and Parker, Colorado.
- 13. Why do we continue to rely heavily on pedestrian volume instead of car collisions when determining the appropriateness of a crosswalk? On page 2 of the guidelines, there is no mention of the number of car collisions with other cars, pedestrians, bicyclists, or other conveyances in the decision tree.
- A. City staff uses these guidelines to help respond to public requests for crosswalks. Relying on past crash data to justify a marked crosswalk can inadvertently result in not installing a marked crosswalk because of a lack of crash history. It should be also noted that car crashes are not likely related to crosswalks. Having said that, when evaluating other safety concerns in response to a recent crash, or in response to a traffic calming request, staff will consider adding a marked crosswalk, if needed.
- 14. Table 3 on page 6 of the guidelines is shared below.

Do we have an analysis of existing crosswalks in the City that are deemed in red below as Not Sufficient for Crosswalk Without Signal or Substantial Improvement? Can these crosswalks be added to the Vision Zero priorities list?

- A. The red in the table means that midblock crosswalks at those locations (for example with 15,000 vehicles/day, no median, multiple lanes) will not be safe, and therefore will not be recommended. Crosswalks at those locations should be considered only at controlled intersections, with stop signs or traffic signals.
- 15. Does the T&T department plan on reviewing signalized pedestrian crossing standards in the City? I have received a lot of feedback from members of the disability community and older residents who are struggling with insufficient time to cross the street. The MUTCD standard of ~3.5 feet per second is guidance, not rule, and does not take into account the specific needs of individuals with mobility issues.

A. Staff reviews pedestrian crossing timing when a concern is received. It should be noted that the city has provided additional crossing time at locations used by residents with specific needs. Please share resident feedback with staff and we will evaluate those crossings for additional pedestrian time.

Coordination Between Agencies

- 16. I note that on slide 25 of the presentation that Maryland Department of Transportation (MDOT) State Highway Administration (SHA) Coordination is discussed – always a good thing! Can you share the level of coordination with Montgomery County Department of Transportation (MCDOT) as well, especially regarding road safety along City limit borders?
- A. MCDOT and MDOT SHA staff attends the quarterly coordination meeting organized by city staff. City staff also regularly shares service requests with MCDOT when related to a county-owned roadway or county-maintained intersection. Additionally, city staff coordinates with MCDOT and M-NCPPC staffs as it relates to ongoing county development applications that impact city roadways and intersections.

Bikeways

- 1. The Bikeway Master Plan, adopted in 2017, needs updating and action items need to be created from the initial goals. Is this currently on the near-term workplan for the Traffic and Transportation Department?
- A. Yes, staff anticipate the Bikeway Master Plan to be updated in 2027.
- 2. Is there a target timeline for the procurement of the bikeshare stations?
- A. Not yet. Staff is coordinating with MCDOT regarding the procurement of bikeshare stations and the maintenance and operations of those stations.
- 3. Can we assist the Rockville Bicycle Hub with a permanent home within the City, large enough for both bicycle storage and programming?
- A. DPW staff has not received a recent request to identify space for the Rockville Bike Hub. Several years ago, staff researched City facility locations for the Rockville Bike Hub, and did not identify a feasible space to offer. The City Manager is considering Rockville Bike Hub's FY 2026 Community Grant application which sought to expand the operating hours at their 10 North Washington Street location. However, staff is aware that their lease has ended, and they are currently seeking a new location. If Rockville Bike Hub can identify a new commercial location, they may be eligible to seek city financial assistance through a future fiscal year's Community Grant program.

Other

- 1. When will the Twinbrook Pedestrian and Bicycle Bridge location alternatives be presented to M&C for a decision?
- A. The Twinbrook Pedestrian and Bicycle Bridge feasibility study and is expected to take one year to complete, once a contract with the consultant has been executed. Staff currently is working with FHWA to prepare a scope of services.



MAYOR AND COUNCIL Meeting Date: February 3, 2025 Agenda Item Type: CONSENT Department: CITY MANAGER'S OFFICE (CMO) Responsible Staff: JEFF MIHELICH

Subject

Adoption of a Resolution to Authorize the Execution of Certain Employee Separation and Release Agreement

Department

City Manager's Office (CMO)

Recommendation

Staff recommends the Mayor and Council adopt the attached resolution.

Next Steps

Following the adoption of the resolution, the separation and release agreement will be executed.

Attachments

Resolution (Feb 2025) - Approval and Authorization of Employment Separation and Release Agmt

Resolution No.

RECITALS

WHEREAS, the Mayor and Council of Rockville (the "**Mayor and Council**") has the authority to enter into contracts to resolve claims, and potential claims and litigation; and

WHEREAS, in the interest of good government and the proper administration of the affairs of the City of Rockville, it is the intent of the Mayor and Council to authorize the City Manager to execute that certain Employee Separation and Release Agreement to resolve certain potential employment claims.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF ROCKVILLE, as follows:

1. The Mayor and Council approves and authorizes the City Manager to execute, on behalf of the Mayor and Council, that certain Employee Separation and Release Agreement to resolve certain potential employment claims, subject to approval as to form and legal sufficiency by the City Attorney.

* * * * * * * * * * * * * * *

I hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Mayor and Council of Rockville as its meeting of February 3, 2024.

Sara Taylor-Ferrell, City Clerk and Director of Council Operations



MAYOR AND COUNCIL Meeting Date: February 10, 2025 Agenda Item Type: MOCK AGENDAS Department: CITY CLERK/DIRECTOR OF COUNCIL OPERATIONS OFFICE Responsible Staff: SARA TAYLOR-FERRELL

Subject

Mock Agenda

Department

City Clerk/Director of Council Operations Office

Recommendation

Staff recommends the Mayor and Council review and provide comments.

Attachments

Mock Agenda 2.24.2025.pdf



MAYOR AND COUNCIL

Meeting No. Monday, February 24, 2025 - 6:30 PM

MOCK AGENDA

Agenda item times are estimates only. Items may be considered at times other than those indicated.

Any person who requires assistance in order to attend a City meeting should call the ADA Coordinator at 240-314-8108.

Translation Assistance

Individuals who wish to participate in-person at Mayor and Council meetings during Community Forum or Public Hearings and who may need assistance with translation service other than English, please contact the City Clerk's Office at 240-314-8280, 3 business days prior to the meeting date (the Wednesday before the Monday meeting) or email at cityclerk@rockvillemd.gov, or by using this form: https://www.rockvillemd.gov/FormCenter/City-Clerk-11/Sign-Up-for-Translation-Assistance-at-Co-368

Note: In-Person Speakers will be called upon to speak before those who have signed up to speak virtually for Community Forum and Public Hearings.

In-Person Attendance

Community members attending in-person who wish to speak during Community Forum, or a Public Hearing, should sign up using the form at the entrance to the Mayor and Council Chamber. In-person speakers will be called upon in the order they are signed to speak and before virtual speakers.

Viewing Mayor and Council Meetings

The Mayor and Council are conducting hybrid meetings. The virtual meetings can be viewed on Rockville 11, Comcast, Verizon cable channel 11, livestreamed at www.rockvillemd.gov/rockville11, and available a day after each meeting at www.rockvillemd.gov/videoondemand.

Participating in Community Forum & Public Hearings:

If you wish to submit comments in writing for Community Forum or Public Hearings:

• Please email the comments to mayorandcouncil@rockvillemd.gov no later than 10:00 am on the date of the meeting.

If you wish to participate virtually in Community Forum or Public Hearings during the live Mayor and Council meeting:

1. Send your Name, Phone number, For Community Forum and Expected Method of Joining the Meeting (computer or phone) to mayorandcouncil@rockvillemd.gov no later than 10:00 am on the day of the meeting. Each speaker will receive 3 minutes.

2. Send your Name, Phone number, the Public Hearing Topic and Expected Method of Joining the Meeting (computer or phone) to mayorandcouncil@rockvillemd.gov no later than 10:00 am on the

day of the meeting.

3. On the day of the meeting, you will receive a confirmation email with further details, and two Webex invitations: 1) Optional Webex Orientation Question and Answer Session and 2) Mayor & Council Meeting Invitation.

4. Plan to join the meeting no later than approximately 20 minutes before the actual meeting start time.

5. Read for https://www.rockvillemd.gov/DocumentCenter/View/38725/Public-Meetings-on-Webex meeting tips and instructions on joining a Webex meeting (either by computer or phone).

6. If joining by computer, Conduct a WebEx test: https://www.webex.com/test-meeting.html prior to signing up to join the meeting to ensure your equipment will work as expected.

Participating in Mayor and Council Drop-In (Mayor Ashton and Councilmember Jackson)

The next scheduled Drop-In Session will be held by phone or in-person on Monday, March 17 from 5:15-6:15 pm with Mayor Ashton and Councilmember Jackson. Please sign up by 10 am on the meeting day using the form at: https://www.rockvillemd.gov/formcenter/city-clerk-11/sign-up-for-dropin-meetings-227

- 1. Convene 6:30 PM
- 2. Pledge of Allegiance
- 3. Proclamation and Recognition NONE
- 4. Agenda Review- 6:35 PM
- 5. City Manager's Report 6:40 PM
- 6. Boards and Commissions Appointments and Reappointments NONE
- 7. Community Forum 6:50 PM
- 8. Special Presentations 7:10 PM
 - A. Human Services Needs Assessment Report by Health Management Associates

9. Consent Agenda - 7:30 PM

- **A.** Authorization to Approve a Revocable License and Maintenance Agreement for Use of the Gibbs Street Public Right-Of-Way as a Streetery
- **B.** Award and authorize the City Manager to execute an Amended and Restated Requirements Contract with M.T. Laney Company, Inc. for Asphalt Paving, Patching, Milling and Related Maintenance Work responsive to Invitation for Bid #05-21.
- C. Modification Of Contract IFB #03-21, Requirements Contract for Construction, Repair
 & Maintenance of Concrete Sidewalks, Curbs, Driveway Aprons & Miscellaneous
 Appurtances & Infrastructure
- **D.** Award and authorize the City Manager to execute a contract responsive to IFB #32-24, LED Streetlight Conversion Project Phase 2, to Lighting Maintenance, Inc. of

Harmans, Maryland, in an amount not-to-exceed \$742,075.00, for a term of 180 calendar days.

10. Public Hearing - NONE

11. Action Items -7:35 PM

A. Introduction and Possible Adoption of an Ordinance to amend Ordinance No. 09-24 to appropriate funds and levy taxes for FY 2025 (Budget Amendment #3)

12. Worksession -7:50 PM

- A. Work Session on the Electric Vehicle Readiness Plan
- 13. Mock Agenda 8:50 PM
- 14. Old/New Business 9:00 PM
- 15. Adjournment 9:15 PM