

**Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee
Motion Tracking Report**

1/31/17

Status Key

ONR—Open, No Response	CNR—Closed, No Response
OAR—Open Acceptable Response	CAR—Closed Acceptable Response
OUR—Open Unacceptable Response	CUR—Closed Unacceptable Response
OIP—Open, In Progress	NRN—No Response Necessary

Date of Motion/Action	Motion/Action	Date Transmitted To CE/CC	Date of Response	Status	Comments
1. January 2011	MOTION: The PBTSAC supports Bill 37-11, to authorize the installation of school bus safety cameras and that the program should include a strong education component and citizen involvement through a citizens' advisory committee, similar to the advisory committee used for implementing the County's speed camera program.	5/1/14 Provided complete grid	Ongoing	OIP	School Board approved plan. on all 1,200 County school buses. An awareness campaign is under enforcement, teaching drivers on school buses. Education and enforcement increased during the coming year. MONITOR PROGRESS. PROVIDE MEETINGS.
2. January 2011	ACTION: Two suggestions were made: 1) expanding the SRTS program incorporating bicycle education; 2) MVA should conduct some sort of continuing driver education every 10 years.	5/1/14 Provided complete grid	None	OIP	Driver education is a State Mandate. pedestrian safety has become a major issue. pedestrian fatalities now comprise 20% of all Maryland, up from 10% a year ago. raising these issues at the State level. The Maryland Motor Vehicle Administration is conducting a study on pedestrian and bicycle safety on drivers licenses. The question is whether or not to require driver education for all drivers. JEFF DUNCKEL TO FOLLOW UP ON STRATEGY TO BE DEVELOPED PROCESS.

<p>3. November 2012</p>	<p><u>MOTION:</u> PBTSAC recommends to the County Executive that funding be increased for pedestrian education and bicycle safety programs without negatively impacting other pedestrian safety programs.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>OUR</p>	<p>MCDOT has worked with Mor Washington Area Bicycle Assoc Bicycle Safety. And the Bikesh subsidized helmet program. N Bicycle Safety educational ma rodeos. Droblich suggested a working with SHA to provide I already printed bicycle safety confirmed that State law actu provide materials to do so. T</p> <p>Jeff Dunckel will work together through bike shops. STATUS?</p> <p>CHANGED TO OPEN, UNACCE HAS BEEN PROVIDED FOR BIC PEDESTRIAN EDUCATION HAS OFFICIAL RESPONSE IN WRITII</p> <p>MONITOR PROGRESS AND PU PROCESS.</p>
<p>4. September 2013</p>	<p><u>MOTION—County-wide Bike Safety Education Campaign:</u> Voted, that the PBTSAC recommend to the County Executive that a county-wide bicycle safety education campaign be developed that meets national best practices (i.e. League of American Bicyclists) for bicyclists of all levels with consideration for less experienced bicyclists to address the anticipated increase in bicyclists due to the implementation of Bikeshare. In addition, the PBTSAC recommends that an education campaign be developed which focuses on motorists regarding safe interactions around and with bicyclists. This may include details such as:</p> <ul style="list-style-type: none"> • Understanding the rights and responsibilities of bicyclists in using the roads, trails, and/or sidewalks. • Conflict mitigation with other road users • Use of protective and reflective devices to reduce risk while riding • Use of proper signals to inform other road users of bicyclists actions 	<p>5/1/14 Provided complete grid</p>	<p>VERBAL</p>	<p>OUR</p>	<p>Jeff Dunckel stated that the P increase from the County Cou review by OMB and the Count budget will not be released ur meeting so MCDOT will not be requested until after that rele recommendation remains “op</p> <p>NEED OFFICIAL RESPONSE IN PLANS FOR FY 18 MONITOR PROGRESS AND PL</p>

<p>5. September 2013</p>	<p>MOTION—<u>Improve Bicycle Infrastructure</u>: Voted, that the PBTSAC recommend to the County Executive that emphasis be given to improving existing bike infrastructure or implementing new bike infrastructure in the areas where Bikeshare will be implemented, working with all appropriate stakeholders, including but not limited to affected schools. This will provide the Bikeshare program with the opportunity to succeed by helping participants feel safe and confident when using bicycles. Research indicates that proper signage, bike lanes, sharrows, etc. help facilitate safe bicycling by notifying bicyclists and motorists alike of where bicycles are allowed to ride as well as create an expectation that bicyclists will be using these facilities.</p>	<p>5/1/14 Provided complete grid</p>	<p>OCT 2016</p>	<p>OIP</p>	<p>Park and Planning has designa Montgomery County. The first (designated by County Council Glenmont, Grosvenor, and Ve</p> <p>Aruna Miller provided an upd: Moving into FY16, the County recommended improvements area for this year’s expenditur budget is \$5 million over 5 ye</p> <p>MONITOR PROGRESS: MAKIN APPEARS TO BE GROWING AN POSITIVE.</p>
<p>6. September 2013</p>	<p>MOTION: <u>Crosswalk Striping and Crossing Treatment Policy</u>: Voted, that the PBTSAC recommend to the County Executive that a crosswalk striping policy and crossing treatment policy be developed that meets national best practices for pedestrian safety for all roadways users of all mobility levels, and that is consistent for local, county and state roadways. This may include details such as:</p> <ul style="list-style-type: none"> • High visibility (ladder) crosswalks shall be utilized at signalized intersections in CBDs and adjacent to transit stops/stations and other high pedestrian volume locations. On other roadways, parallel line striping at signalized intersections is warranted (the goal is to reserve funds for most needed locations and convey consistent message to motorists). Consider use of advance stop bars and diagonal striping to improve visibility. Investigate use of a vertical and detectible ridge along crosswalks in high volume locations to improve safety of persons with visual impairments • Develop maintenance goals to ensure crossing surface is smooth and without obstruction and markings remain in good repair. • Crossing distances shall be mitigated/shortened at every opportunity through the use of raised pedestrian refuge islands (adequate to accommodate a wheelchair, protected with a nose), curb extensions or tightened turning radii. Signals should be set to meet the most recent MUTCD pedestrian walking speed of 3.5 ft./second. • At uncontrolled crossings of multiple lane roads with high traffic volumes and speeds over 40mph, marked crosswalks alone are inadequate for pedestrian safety. Beacons or half signals and advance warning signs should be implemented. 	<p>5/1/14 Provided complete grid</p>	<p>OCT 2016</p>	<p>CAR</p>	<p>MCDOT has moved towards r year cycle now, with high-visi being installed. Funding has t program to enable an expansi older, faded crosswalk within unsignalized crosswalks, urba with higher pedestrian volum style crosswalk marking. The for greater visibility and incre</p> <p>MONITOR PROGRESS: NEED FUNDING UPDATE IN RE ADA COMPLIANCE. THERE IS C OF TREATMENTS AND SIGNAL ESPECIALLY ON HIGH-SPEED S DISCUSSION THROUGH VISION</p>

<p>7. September 2013</p>	<p>MOTION—Pedestrian Criteria in Speed Camera Placement: Voted, that the PBTSAC recommend to the County Executive the specific placement of speed cameras to take pedestrian activity and crossings into greater consideration, particularly at the location of bus stops and other pedestrian generators and natural crossing paths. Speed cameras are a vital tool to slow motorists on roadways and allow pedestrians to cross roadways, particularly on arterials where signalized intersections are at great distances and pedestrian generators such as bus stops encourage mid-block crossings.</p>	<p>5/1/14 Provided complete grid</p>	<p>DEC 2016</p>	<p>CAR</p>	<p>Montgomery County is the only county in the state with a speed camera program that has received a national award. The Insurance Institute for Highway Safety evaluated the program and has proven that cameras do save lives. A study that was conducted and studied the crash data from 2008 to 2012 in Montgomery County used to average 50 million dollars in pedestrian fatalities a year. Since cameras were installed, those numbers have dropped significantly. Vehicle fatalities and 10 pedestrian fatalities will not be able to expand the program.</p> <p>MONITOR PROGRESS: NEED A PLAN. NEEDS TO BE A SERIOUS PART OF VISION ZERO OBJECTIVES.</p>
<p>8. September 2013</p>	<p>MOTION—<u>Montgomery County Pedestrian Master Plan</u>: Voted, that the PBTSAC recommend to the County Executive and the County Council that Montgomery County develop a Pedestrian Master Plan to establish overarching goals for the County regarding pedestrian mode share, crash rates, and facilities. Agreed-upon goals help guide individual projects and construction and raise awareness of the need to accommodate pedestrians equally with motorists. A master plan provides evidence of national best practices for facilities and sets the design and engineering standards for pedestrian facilities in road construction and development projects. A pedestrian master plan will not only address concerns raised by the disabled community regarding street crossings, but also about maintaining a clear path of travel on sidewalks (often blocked by utility poles and street furniture and construction projects), and improving safety in parking lots and access to bus stops.</p>	<p>5/1/14 Provided complete grid</p>		<p>OUR</p>	<p>The CE or CC requested no further action on the budget.</p> <p>Wolanin suggested putting together a plan that what Colleen had prepared and develop some type of plan or policy. Droblich suggested that Colleen and David Anspacher meet with Eileen to discuss the outline of what this document should contain.</p> <p>NEED WRITTEN RESPONSE.</p>

<p>12. Oct 2014</p>	<p>Motion: Voted that snow removal and the general clearance of pedestrian facilities is an important safety issue, and it is one that the County should increase its efforts to ameliorate the hazards that result from the current level of effort.</p> <p>Bill 21-14, with its main thrust being the development of a Plan for removal of snow from sidewalks, is a good first step in increasing focus on this issue. Bill components, which include mapping and prioritizing pedestrian infrastructure, clarifying the removal responsibilities, and educating and enforcement components, are positive elements of this effort and are supported by the Committee.</p> <p>While the Committee fully expects this bill to evolve as input from stakeholders is heard and incorporated, and as a snow removal plan is developed, Bill 21-14 is a good starting place.</p>	<p>10/30/14</p> <p>Via Letter</p>	<p>OCT 2016</p>	<p>OIP</p>	<p>Bill 21-14 for snow removal has been conducting an inventory of sidewalks, 2) the inventory map digitized and posted so people could go online and see what needed to be cleared, and 3) inventory of sidewalks. The Council approved for #1. The other two items were in the budget.</p> <p>MONITOR PROGRESS</p>
<p>13. April 2015</p>	<p>Motion: Voted that the PBTSAC support adding \$125,000 to the FY16 budget to support a comprehensive pedestrian safety education and enforcement approach. The motion passed with one abstention.</p>	<p>4/1</p> <p>Transmitted in Council</p>		<p>OIP</p>	<p>Drobnich testified in support of the enforcement and education bill and submitted testimony to the Transportation Committee.</p> <p>The Council's Reconciliation bill includes pedestrian enforcement and safety education.</p> <p>Tom Didone provided update on the \$80,000 budget for enforcement and education - but not in the County's savings plan - - but not in the plan. Last year the police averaged 40 hours of police enforcement per year.</p> <p>MONITOR</p>
<p>14. May 2016</p>	<p>Action Item: Committee members to work with Capt. Didone to strategize to advance the "must appear" bill in the next legislative session.</p>			<p>OIP</p>	<p>Start to work with Capt. Didone</p> <p>TO BE DISCUSSED AT FEBRUARY</p>
<p>15. Oct 2016</p>	<p><u>MOTION</u>: Moved that the PBTSAC commends Councilmember Hans Riemer for his leadership in promoting bicycling in Montgomery County through the annual Bike Summit. The motion passed unanimously.</p>	<p>Darrel to do</p>		<p>OIP</p>	<p>Darrel will send letter to Hans</p>
<p>16. Oct 2016</p>	<p><u>ACTION ITEM</u>: Cpt. Didone requested a briefing from Pat Shepherd and others for his traffic officers on what these new facilities are and how they are supposed to function. MCPD needs to be informed about how to work with these new facilities.</p>			<p>OIP</p>	<p>Jeff Dunckel to follow up with</p>

<p>17. Oct 2016</p>	<p><u>MOTION</u>: Voted that the Pedestrian, Bicycle, and Traffic Safety Advisory Committee recognizes and commends Ms. Sarah Gotbaum for her unflinching and lifelong advocacy for women’s and senior’s issues and desires to make the County a safer place for all pedestrians. The motion passed unanimously.</p>	<p>Darrel to do</p>		<p>OIP</p>	<p>Droblich wrote nomination for Rights Hall of Fame. Mike Suk chosen, but can be re-nominated.</p> <p>COMMITTEE WILL NEED TO DECISION DESIRED BEFORE FALL OF 2016</p>
---------------------------------------	--	---------------------	--	------------	---