



**MONTGOMERY COUNTY
PEDESTRIAN, BICYCLE AND TRAFFIC SAFETY
ADVISORY COMMITTEE**

2016 Annual Report

DRAFT

**Darrel Droblich, Chair
Kristy Daphnis, Vice Chair**

I. Introduction to the Pedestrian, Bicycle and Traffic Safety Advisory Committee

Origin and Purpose

County Executive Isiah Leggett, under County Code 49-81, has authorized the Pedestrian, Bicycle and Traffic Safety Advisory Committee to advise both him and the County Council on the implementation of his Pedestrian Safety Initiative. This advisory committee was originally created in response to record numbers of pedestrian fatalities in Montgomery County in the late 1990s. The *Blue Ribbon Panel on Pedestrian and Traffic Safety* ("Blue Ribbon Panel") was created in the summer of 2000 and issued recommendations on reducing pedestrian collisions. The panel developed a plan, issued in 2002 ("Blue Ribbon Plan"), to improve pedestrian and traffic safety in the County through education, enforcement, engineering, and legislation. One key recommendation called for the establishment of a formal advisory committee appointed by the County Executive. The first Montgomery County Pedestrian Safety Advisory Committee was established by Council Resolution 14-1281 on May 23, 2002, and as amended October 11, 2005. In 2011, the Committee was again reauthorized, removing its sunset provision and adding "Bicycle" to its official name to appropriately reflect its full scope and interests.

The purpose of the Pedestrian, Bicycle and Traffic Safety Advisory Committee (PBTSAC) is to:

- Advise the County Executive and County Council on the status of the implementation of the Pedestrian Safety Initiative.
- Provide advice to elected officials on the priorities and needs for pedestrians and bicyclists.
- Identify issues relevant to pedestrian and bicycle safety that need to be addressed.

Following the Committee's reauthorization in 2011, we remain committed and focused on advancement of programs and activities that will help align County programming with the recommendations of the Blue Ribbon Panel and actions set forth in the 2002 Blue Ribbon Plan and the County Executive's Pedestrian Safety Initiative strategic plan

Membership

The Pedestrian, Bicycle and Traffic Safety Advisory Committee (PBTSAC) is a group of citizens, elected officials, and government representatives focused on pedestrian, bicycle and traffic safety in Montgomery County. There are 17 members of the PBTSAC appointed by the County Executive and confirmed by the County Council to serve three-year terms. Nine members are County citizens that fill Public-at-Large seats on the Committee; representing various communities and viewpoints, including one bicycle advocate and an advocate for persons with special needs. The Public-at-large members that served in 2016 were:

- Darrel Droblich, Chair (Chevy Chase)
- Kristy Daphnis, Vice-Chair (Wheaton)
- Erwin Mack, Chair Emeritus (Takoma Park)
- George Branyan (Silver Spring)
- Ramin Assa (Bethesda)
- Valeria Carranza (Takoma Park)
- Marybeth Cleveland (Derwood) (Disabilities Community Representative)
- Heidi Coleman (Silver Spring) (Bicycle Community Representative)
- Wendy Leibowitz (Bethesda)

- Leah Walton (Wheaton)

Eight members of the PBTSAC include representatives from several County and State agencies listed below (the 2014 representatives are shown in parentheses):

- Montgomery County Police Department (Cpt. Thomas Didone)
- Montgomery County Department of Transportation (Al Roshdieh)
- Montgomery County Public Schools (Angel Garcia-Ablanque)
- Maryland National Capital Park and Planning Commission (David Anspacher)
- Montgomery County Regional Service Centers (Reemberto Rodriguez)
- Montgomery Chapter of the Maryland Municipal League (Jeremy Martin)
- Maryland State Highway Administration (Aneysha Mookerjee)
- Montgomery County Council (Councilmember Roger Berliner, District 1)

Additionally, a staff person from the Montgomery County Department of Transportation's (MCDOT) Office of the Director is assigned to facilitate and coordinate the PBTSAC. Jeff Dunkel, Pedestrian Safety Coordinator, has served in this role since June 2008.

Pedestrian Safety Initiative

In December 2007, County Executive Isiah Leggett issued general goals and a seven-point strategic plan for reducing pedestrian-related collisions and making our communities safer, more walkable and more livable. The Pedestrian Safety Initiative goals are:

- Reduce pedestrian-related crashes, injuries, fatalities and their associated social and economic costs.
- Ensure that all areas of the County provide safe and convenient travel options for pedestrians (www.mcgov.org/Apps/Council/PressRelease/PR_details.asp?PrID=4119).

To meet these goals and to establish timeframes and budgets, the Pedestrian Initiative details seven strategies, which are:

Strategy 1: Target pedestrian safety improvements in High Incidence Areas.

Strategy 2: Assess and improve pedestrian network and connectivity needs.

Strategy 3: Increase emphasis on pedestrians and bicyclists during the planning process.

Strategy 4: Identify and implement corridor and intersection modifications and traffic calming treatments.

Strategy 5: Upgrade pedestrian signals.

Strategy 6: Assess and enhance street lighting.

Strategy 7: Modify pedestrian and driver behavior through enhanced enforcement and educational efforts.

II. Year in Review

In February, the Committee was briefed on the County Council's resolution for developing a Vision Zero Action Plan for the County. The Action Plan will include: (a) a date by which to achieve zero deaths, (b) a set of activities that County agencies will take to implement the Action Plan, (c) a set of recommended policy changes at the state and local level. A workgroup was established that included members of the Police Department, Department of Transportation, Montgomery County Public Schools, Montgomery-National Capital Parks and Planning Commission, and the State Highway Administration. Some members of the PBTSAC participated in several working groups that were established and also joined the Steering Committee in order to draft the Action Plan.

On March 31, Chairman Darrel Droblich attended The Town Hall meeting with County Executive Leggett. Droblich conveys the Committee's appreciation to the County Executive for his support of the Vision Zero Resolution that was passed by the County Council. The creation of a Vision Zero plan and implementation of education, engineering, educational and public policy efforts will be a major focus of the PBTSAC going forward.

For the last two years, the PBTSAC has been a strong proponent of the Montgomery Police Department's efforts to pilot and fully implement installation of safety cameras on school busses following the passage of Bill 37-11 in 2011. The Committee commends Capt. Thomas Didone for his work on this pilot and the Montgomery County School Board for providing funding for the full implementation of school cameras on all of the County's 1,200 busses starting in 2017 and strongly supports additional education and enforcement activities by the police department, especially during the dark winter months.

In response to some issues raised by several communities, especially during heavy snowfalls, the Committee held a review of the County's 311 system. Ms. Leslie Hamm, Director of the MC311 System and business analyst Chris Jenkins provided a presentation to the Committee. The Committee believes that the 311 System continues to improve and has added significant upgrades including the ability to text issues or questions. The Committee was pleased to hear about the improved tracking system and recommends that they be provided with an annual update. The Committee believes that additional efforts can be undertaken to promote the system and encourage citizens to report sidewalk and other transportation infrastructure concerns.

In May 2016, The Committee was briefed on the mission of the Strategic Highway Safety Plan (SHSP), which is to achieve zero deaths on Maryland highways. The intermediate goal is to cut fatalities down to 387 and serious injuries down to 2,939 by 2020. The 2016-2020 SHSP was developed over the last two years. Six emphasis areas of the plan are: aggressive driving, distracted driving, occupant protection, pedestrians and bicyclists, highway infrastructure, and impaired driving. The Committee will continue to monitor progress and seek to coordinate with some of the objectives of the State's plan as it develops its own Vision Zero plan.

For the last two years, the Committee has been encouraging talks between the County and Pepco to explore a partnership to open Pepco land to hiker/biker trails. Mr. Moussa Hejazi from Pepco presented plans being developed for constructing a hiker-biker trail as part of the merger agreement with Exelon – from Montgomery Mall to the Soccerplex in Germantown. Parts will be paved, parts will be natural. Pepco is coordinating the planning with both Montgomery County and Prince Georges County, as what is first built in Montgomery County could be replicated in other utility right of ways. The Committee hopes that construction will start sometime in 2017 and has

asked Mr. Hejazi to provide frequent updates going forward.

Throughout the year, Chair Darrel Droblich has been participating in updating the Bikeways Master Plan through the Bicycle Master Plan Community Advisory Group, which was formed in October 2015 with support from the PBTSAC. This plan is expected to be a fundamental shift in how bicycles facilities are built throughout the County. As part of its work, Park and Planning has identified and mapped. There are currently 400 bike parking locations and at least 400 more are needed. The Committee will continue to participate in the development and implementation of the Bikeways Master Plan going forward and commend the Park and Planning Department staff in their excellent work in being forward thinking and transparent and inclusive in their deliberations.

The Committee continues to follow and support the BiPPA program established through the County's Master Planning Process. Areas that have or are anticipated to have high volumes of bicycle and pedestrian activity are designated as BiPPAs, where studies, planning/design and funding for bike and pedestrian facilities may be targeted. The State also has a BiPPA program that is independent of the County's program. There are now 30 County designated BiPPAs; six of these have been recognized by the State. The County budgets CIP monies for BiPPA improvements. Five BiPPAs were funded for studies in the first year of the program, with construction money provided last year—Silver Spring, Grosvenor, Wheaton, Glenmont, and Randolph/Veirs Mill. Silver Spring is the first location to receive construction money. The Committee will continue to follow the implementation of this program and make recommendations as necessary.

The Committee continues to be concerned about State roads that run through the County, especially parts of Connecticut, Wisconsin, Georgia, River Road and Massachusetts where significant fatalities have occurred. The Committee is seriously concerned about the number of inadequately marked or unsignalized crosswalks on large roadways. The Committee has supported County efforts to seek waivers to add Hawk signals and other technology to reduce fatalities on State roads in the County. In order to show its support for more aggressive safety measures on State Roads, members of the Committee joined Councilmember Roger Berliner in his Day of Action Event to bring attention to recent deaths on the River Road and Massachusetts Avenue corridors and to call for intense traffic studies, restriping of cross walks, traffic signal upgrades, and fixing sidewalk design issues.

Throughout the year, the Committee supported and advocated for several bills on the County and State level. Some of these included:

- **HB1414 - Reckless and Negligent Driving - Death of Another - Must-Appear Violation (Ryan's Law)**

Providing that a person charged with reckless or negligent driving that contributes to an accident that results in the death of another person may not comply with the notice to appear in court by prepayment of a fine and must appear in court in person; and providing that a specified violation is a must-appear violation for specified purposes.

- **MC 22 - 17 Maximum Speed Limits in Business and Residential Districts.**

For the purpose of altering, in Montgomery County, the maximum authorized speed limit on all highways in a business district and undivided highways in a residential district; exempting the local authority in Montgomery County from the requirement to conduct an engineering and traffic investigation when conforming maximum speed limits to the maximum speed limit established under this Act; making stylistic changes; and generally

relating to maximum speed limits in business and residential districts in Montgomery County.

- **MC 23 - 17 Maximum Speed Limits Outside Urban Districts.**

FOR the purpose of decreasing the lowest maximum speed limit that Montgomery County may establish for a highway outside an urban district under certain circumstances; making conforming changes; and generally relating to maximum speed limits outside urban districts in Montgomery County.

- **SB 337 – Vehicle Laws - Bicycles and Pedestrians - Use of Crosswalks.**

This bill would require the driver of a vehicle to come to a stop when a pedestrian or bicycle is stopped on a curb, a median divider, or any other place of safety, waiting to cross the roadway in a crosswalk; authorizing a person to ride a bicycle in or through a crosswalk in a place where a person may not lawfully ride a bicycle on a sidewalk or sidewalk area; providing that a person riding a bicycle in or through a crosswalk is subject to specified traffic control signals.

- **SB 338 – Montgomery County – Vehicle Laws – Pedestrian Hybrid Signals.**

This bill would have required the driver of a vehicle to obey a pedestrian hybrid signal in a specified manner; establishing a specified penalty for a violation of the Act; establishing that specified provisions of law relating to traffic control signal monitoring systems apply to pedestrian hybrid signals; establishing the manner in which a pedestrian or bicyclist is required to obey a pedestrian hybrid signal.

Meetings and Procedures in 2016

As a general rule, the Pedestrian, Bicycle and Traffic Safety Advisory Committee meets on the first Thursday of every other month at 7:00 PM for two and a half hours. Additional meetings are added if needed and members of the community are encouraged to attend. The PBTSAC met six times in 2016, on the following dates:

- February 4
- May 5
- June 2
- September 1
- October 6
- December 1

Special Topics and Motions

In order to focus attention on the actions most important to the Committee in implementing the County Executive's Pedestrian Safety Initiative and recommendations made in the Blue Ribbon Plan, we will continue to track and provide status on the Committee's recommendations and motions transmitted to the County Executive and the County Council. In 2014, the Committee began implementation of the PBTSAC *Motion Tracking Report* (Appendix A). These recommendations represent official motions that were officially passed by the Committee and transmitted to the County Executive and County Council for consideration and possible action. As a matter of Committee procedure, the tracking report is now reviewed at the beginning of each meeting and posted on the PBTSAC website for the public to review.

As noted in the *Motion Tracking Report*, 8 of the Committee's 17 recommendations since 2011 remain open and in progress. Over the next year, the Committee plans to work with the County to make progress towards completion and closure of the most important recommended actions.

The Committee believes the recommendations above create the foundation for a comprehensive pedestrian safety program – one that encompasses and balances education, engineering, and enforcement interventions. Many of these recommendations are reflections of previous recommendations made in the 2002 Blue Ribbon Panel Report and can be viewed as extensions of the priorities outlined in the 2007. Developing a Bikeway Master Plan and a Pedestrian Master Plan will help guide crosscutting pedestrian safety programming and activities in a very concrete and targeted manner; leading to effective expenditure of limited resources. Increased funding will help County departments achieve performance metrics by allowing for effective program implementation. (A comprehensive list of all outstanding Committee recommendations can be found in Appendix A of this document.)

Out of 17 items that are being actively monitor, three items remain listed as “Open Unacceptable Response.” These are:

- 1) PBTSAC continues to recommend to the County Executive that funding be increased for pedestrian education and bicycle safety programs without negatively impacting other pedestrian safety programs.
- 2) Countywide Bike Safety Education Campaign. the PBTSAC recommends that a county-wide bicycle safety education campaign be developed that meets national best practices 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 continues to recommend that an education campaign be developed which focuses on motorists regarding safe interactions around and with bicyclists. This may include details such as:
 - 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

- 3) 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 stop

III. Selected Public Awareness Activities

Over the course of the past year, the Montgomery County Department of Transportation undertook several initiatives in cooperation with the Montgomery County Police Department (MCPD), local schools and community partners. The Committee provided a forum to provide community and inter-agency input and deliberation regarding the development and implementation of some of these programs. The Committee continues to be pleased with the progress of these new initiatives and believes that they merit additional financial and staff support to increase their effectiveness and reach throughout the County. Some of these efforts included:

Spring Outreach Efforts

The MCDOT continued its successful street-level pedestrian safety outreach in the spring of 2016 and focused on several high incidence areas including the following: Bethesda (Wisconsin Avenue, Woodmont Ave, Old Georgetown Road); Silver Spring/Wheaton (Georgia Avenue, Bel Pre Road, Lockwood Drive, Wheaton); HIA Group 1/Hispanic Community (Piney Branch Road, Randolph Road, Blair High School, Viers Mill Road); Germantown/Gaithersburg (Middlebrook Mobile Homes, Gunners Branch, Lakeforest Mall Transit Center). Over 30 pedestrian education activities were undertaken between March and June. The driving principles of the spring 2016 Pedestrian Safety Outreach program were to:

- Leverage resources by using tools already developed in the County's pedestrian safety toolbox;
- Further relationships with organizations that have an interest in pedestrian safety efforts in these areas; and
- Develop new relationships with stakeholders

Street Smart Campaign

In April, the County continued to partner with the National Capitol Region Transportation Planning Board to launch the annual Street Smart campaign. The effort is a regional-wide public education, awareness and behavioral change campaign in the Washington, DC, suburban Maryland and northern Virginia area. Since its beginning in 2002, the campaign has used radio, newspaper, and transit advertising, public awareness efforts, and added law enforcement to respond to the challenges of pedestrian and bicyclist safety. In 2016, The Tired Faces campaign uses serious images – faces symbolically blemished by tire treads – to remind drivers, pedestrians and bicyclists to look out for one another and follow traffic safety laws. The County worked with the Jewish Council for the Aging and other groups to create the images and messages that addressed the safety of seniors.



The goals of the campaign are to change motorist and pedestrian behavior, and reduce pedestrian and bicyclist deaths and injuries, by:

- Educating drivers, pedestrians, and bicyclists about safe usage of roadways.
- Increasing enforcement of pedestrian and bicycle traffic safety laws – and make drivers, pedestrians, and cyclists aware of enforcement.
- Building on awareness of pedestrian/bicycle traffic safety issues that have been established in prior campaigns in order to change behaviors.

- Developing a program that can be easily replicated by other localities that want to decrease pedestrian and bicycle injuries and fatalities.

Bike Brochure

The Committee worked with the State Highway Safety Administration to secure copies of the bicycle safety brochure, We're On This Road Together, to provide to bicycle shops throughout the County.



Police Enforcement

The Montgomery County Police Department (MCPD) continued to closely coordinate efforts with MCDOT to distribute tickets in HIAs and hot spots. These enforcement efforts targeted both pedestrians and drivers who do not adhere to pedestrian safety laws. The Committee strongly supports these efforts since the data has consistently shown that enforcement and education efforts reduce collisions, injuries and fatalities. The Committee recommends more resources for these efforts, especially as the County adopts a Vision Zero culture. **Bicycle Master Plan**

Partially, as the result of the Committee's urging, the County has begun the process of updating the [Bicycle Master Plan](#). Under the direction of Committee member, David Anspacher, the Planning Department began working on the On July 1, 2015. The plan will focus on developing a high-quality/low-stress bicycle network, bringing bicycle recommendations in line with industry best practices, and consolidating all bicycle recommendations into a single plan for the first time since 1978. An emphasis will be placed on evaluating newer facilities, such as separated bike lanes, buffered bike lanes, and bicycle boulevards, as well as secure bicycle storage facilities. Several members of the Committee will participate on the Bicycle Master Plan Community Advisory Group.

Looking Forward In 2017

In the coming year, the PBTSAC will continue to assist and advise the County in the implementation of the County's pedestrian safety efforts. Two major focus areas will be the development of a Two-Year Vision Zero Action Plan, implementation of this plan and the development of a 10-Year Action Plan as well as encouraging support and implementation of the new Bikeways Master Plan currently being developed.

Additionally, the PBTSAC plans to continue to address many of the concerns raised by the disabilities and bicycle communities to insure county facilities meet the needs of all users as well as seek to increase efforts for pedestrian and bicycle related public education and awareness campaigns.

In order to focus attention on the actions most important to the Committee in implementing the County Executive's Pedestrian Safety Initiative and the Blue Ribbon Panel recommendations, the committee continues to track responses and actions to motions voted by the PBTSAC. In addition to this tracking mechanism, the Committee plans to undertake a review of the recommendations set forth in the original Blue Ribbon Plan on an ongoing basis. While there has been significant progress in developing and implementing a Pedestrian Safety program throughout the County since 2002, some recommendations in the plan may have fallen to the wayside.

We will also continue to work with the County Executive, County Council and responsible agencies to increase communication, and to keep focus and attention on implementation of foundational activities including the development of a Pedestrian Master Plan/Complete Streets Plan, and increased funding for county-wide pedestrian and bicycle education programs and traffic safety law enforcement. The Committee also remains very concerned about the State roads that run through the County and how we can work with the State to encourage further safety and engineering improvements. Our recommendations specifically include:

1. **Montgomery County Pedestrian Smart Streets Action Plan:** Montgomery County should develop a Pedestrian 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. This plan should provide 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 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. The plan should provide a progressive vision for County for connectivity and accessibility, especially focused on areas around schools, shopping districts, senior living facilities, and public buildings. The development of the plan should be similar to the current process for the development of the Bikeways Master Plan and be headed by The Planning Department in cooperation with the Department of Transportation and community representatives.
2. **Crosswalk Striping and Crossing Treatment Policy:** Increase funding for crosswalk and striping treatment. Ensure that crosswalk striping policy and crossing treatment policies meet national best practices for pedestrian safety for all roadway users of all mobility levels, and that is consistent for local, county and state roadways. This may include details such as:
 - a. 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
 - b. Develop maintenance goals to ensure crossing surface is smooth and without

- obstruction and markings remain in good repair.
- c. 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.
 - d. At uncontrolled crossings of multiple lane roads with high traffic volumes and speeds over 40mph, marked crosswalks alone are inadequate for pedestrian safety. **Hazard Indication Beacons (HIBs) or half signals and advance warning signs should be implemented.**
3. **Pedestrian Criteria in Speed Camera Placement:** 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. More funding should be provided to expand speed cameras throughout the County.
 4. **Purple Line Project - No Additional Lane Capacity Be Provided:** With the development of the Purple Line there should be no additional lane capacity be provided for motor vehicles, including no additional turn lanes in central business districts, locations with other high capacity transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators. Instead, right of way should be dedicated to bicycle facilities, promenades with wide planting strips and street trees to promote pedestrian and bicycle safety.
 5. **Purple Line Project - Specifications for Pedestrian Crossings:** Pedestrian crossings should include raised pedestrian refuge islands (that cross over the striped crosswalk), tight turning radii, and planting strips with street trees anywhere the Purple Line travels through central business districts, locations with other transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators,
 6. **Construction Signage – Pedestrian Safety Concerns:** Continue to ensure funding and quick implementation of Bill 3-15 requiring appropriate signage at construction areas, which provides information to the public where they can call or notify the County (e.g. 311) about possible improper impediments to the flow of pedestrian traffic or other potential pedestrian and traffic safety concerns. The County should work with the State to follow the same procedures. An education campaign should be promoted to the senior and disabled communities to encourage them to use the 311 system to report issues.
 7. **Full funding for Bill 21-14 for snow removal plan: Continue to implement and fully fund elements of Bill 21-14 which include:** 1) conducting an inventory of sidewalks and ownership, 2) getting the inventory map digitized and posted to the County web site so people could go online and click an area where a sidewalk needed to be cleared, and 3) identifying funds to clear sidewalks.
 8. **Expanded Funding for County-Wide Enforcement and Education:** Support a comprehensive pedestrian safety education and enforcement approach, which includes fully restoring funding for traffic safety law enforcement and the expansion of county-wide

education and enforcement programs, especially around schools, shopping centers and high pedestrian areas where seniors and people with disabilities frequent.

- 9. Expand Engineering Funding to Ensure Signal Timing is Upgraded and Compliant with ADA standards:** The current signal timing project, which began in 2009, is approximately 50% complete and is much too slow to keep up with growing population and pedestrian traffic around major shopping centers and other pedestrian thoroughfares. Out of 850 signals, roughly 60-70 are retimed each year. As of November 2013, about 400 signals have been retimed.
- 10. Encourage New Efforts to Take Ongoing Input From Communities with Mobility Issues Related to Traffic Safety.** As part of this effort the PBTSAC commits to promote outreach and dialogue with this communities and seek a diversity of opinions on the Committee. The Committee also recommends that the County Council hold a special hearing in coordination with the PBTSAC to hear from citizens in the senior and disabilities communities in order to see how their concerns can be better addressed.
- 11. Elimination of Barriers in Sidewalks: Work with PEPCO and WSSC: Work with PEPCO and WSSC** to move utility poles and guide wires away from pedestrian right of way; set the example for other communities with same problems.
- 12. Protect and Expand Funding to the Police Department for Traffic Safety Enforcement in Conjunction with the DOT Pedestrian Safety Program.** Current funding and staffing is inadequate especially if we are to aggressively support Vision Zero goals. Unmarked police cars should be purchased and used specifically for traffic enforcement. Only 8 officers assigned to due traffic enforcement in police districts is wholly inadequate.
- 13. Continue Funding in the Capital Improvements Program (CIP) for the Bicycle and Pedestrian Priority Areas (BiPPA).** Initial BiPPA's have been embraced and should continue to expand especially taking Vision Zero principals in mind.
- 14. Included High Schools in the Safe Routes to School Program and other County Planning.** High schools are not usually given "school zone" status, so they are not provided with speed cameras.
- 15. Participate with the State and Look to Influence Planning.** Continue to participate, influence and implement best practices in the State's Strategic Highway Safety Plan (SHSP) is to achieve zero deaths on Maryland highways Reviewed concrete issues
- 16. Fully Embrace and Fund The Vision Zero Action Plan.** A two-year action plan is currently being developed to set forth broad goals and a vision for implementing Vision Zero in the County and a process for developing a more detailed 10-year plan with significant community input to focus on cultural change in the County. For Vision Zero to work in the County it will take significant leadership and new thinking by the Administration and County Council as well as everyone that lives, works or passes through the County.

Appendix A: Montgomery County

Pedestrian, Bicycle, and Traffic Safety Advisory Motion Tracking Report, as of March 2017

Status Key

ONR—Open, No Response

OAR—Open Acceptable Response

OUR—Open Unacceptable Response

OIP—Open, In Progress

CNR—Closed, No Response

CAR—Closed Acceptable Response

CUR—Closed Unacceptable Response

NRN—No Response Necessary

Date of Motion/ Action	Motion/Action	Date Transmitted To CE/CC	Date of Response	Status
1. Jan 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	CAR
2. Jan 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
3. Nov 2012	MOTION: PBTSAC recommends to the County Executive that funding be increased for pedestrian education and bicycle safety programs without negatively impacting other pedestrian safety programs.	5/1/14 Provided complete grid	None	OUR
4. Sep 2013	MOTION— <u>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: - 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	5/1/14 Provided complete grid	Verbal	OUR
5. Sep 2013	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.	5/1/14 Provided complete grid	OCT 2016	OIP

6. Sep 2013	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.	5/1/14 Provided complete grid	OCT 2016	CAR
7. Sep 2013	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.	5/1/14 Provided complete grid	DEC 2016	CAR
8. Sep 2013	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.	5/1/14 Provided complete grid		OUR
9. Nov 2013	MOTION— <u>Construction Signage – Pedestrian Safety Concerns</u> : Motion voted that the PBTSAC recommend to the County Executive (<i>that the County</i>) explore requiring appropriate signage at construction areas which provides information to the public where they can call or notify the County (e.g. 311) about possible improper impediments to the flow of pedestrian traffic or other potential pedestrian and traffic safety concerns; a Motion was moved and seconded to add an amendment that the PBTSAC requests that the County Executive ask the State to follow the same procedures. The motion was unanimously approved with the amendment.	5/1/14	Ongoing	OIP
10. May 2014	Motion: Voted that the PBTSAC recommend to the Montgomery County Executive and the Montgomery County Council, that each find an appropriate body to consider the possibility of asking PEPCO to allow public access to bicycles and pedestrians to use whatever portions of PEPCO utility real estate that might be made safely available for such use. Subsequent Motion: Moved that Pepco conduct quarterly briefings of the PBTSAC for updates on the status of the hiker-biker trail. Mr. Hejazi suggested quarterly meetings would be good for the beginning of	9/2/14	OCT 2016	OIP

	the project – later they could be less frequent. The motion passed unanimously. (Oct 2016)			
11. May 2014	Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee recommend to the County Council that it begin consideration of a formal review process of the Countywide Bikeways Functional Master Plan, which has not been updated since 2005. The plan should be updated in order to account for county growth, new engineering best practices and to promote interconnectivity of bicycle trails and bicycle roadway accommodations.	9/2/14	OCT 2016	OIP
12. Oct 2014	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. 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. 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.	10/30/14 Via Letter	OCT 2016	CAR
13. April 2015	Motion: Voted that the PBTSAC support adding \$125,000 to the FY16 budget to support a comprehensive pedestrian safety education and enforcement approach.	4/1 Transmitted to Council		OIP

Appendix B:
Recommendations from the 2002 Blue Ribbon Panel

EDUCATION RECOMMENDATIONS

- 1) Montgomery County must take the lead in undertaking a comprehensive, ongoing public awareness/social-marketing campaign. To ensure the greatest positive impact on both drivers and pedestrians, the campaigns should integrate:
 - a) A cooperative partnership with ongoing law enforcement activities, as well as with public and private sector stakeholders. This should include health and safety advocacy organizations, local media, schools, civic and neighborhood associations, state and municipal governments, the business community, and those with special needs such as senior citizens, persons with disabilities and for those for whom English is a second language.
 - b) Partnering and/or sponsorships with outside entities to maximize the overall success of the educational efforts.
 - c) Attitudinal surveys to track public opinion on pedestrian and traffic issues.
- 2) Pedestrian safety curriculum should be included as a mandatory unit in school health programs/classes in grades K through 8. Currently, the material is available but left up to the teachers' discretion to include it in the classroom. Appropriate student measurement should determine the effectiveness of this addition to the safety curriculum.
- 3) Pedestrian safety segments should be included in all ESOL classes with appropriate student measurement.
- 4) The State should expand pedestrian safety material in the MVA handbook and private driver training schools course curriculum.
- 5) The MVA driver's exam should include mandatory questions about pedestrian safety.
- 6) A pedestrian safety segment should be included in driver improvement classes.

ENFORCEMENT RECOMMENDATIONS

- 1) Law enforcement agencies must step-up and maintain an ongoing and visible pedestrian and traffic safety enforcement effort to combat dangerous driver and pedestrian behavior, such as aggressive driving, drunk driving, red light running, excessive speeding and jaywalking.
 - a) Police chiefs and district commanders must repeatedly reinforce the importance of pedestrian safety to their officers as part of their day-to-day duties and responsibilities.
 - b) Montgomery County police officers must routinely make enforcement of pedestrian-traffic safety laws a top priority.
 - c) Frequent, targeted and visible pedestrian-traffic safety enforcement initiatives should be undertaken in cooperation with a comprehensive educational and media outreach program.
 - d) Appropriate measures should be developed by County and local police to gauge their enforcement efforts.
- 2) Dramatically reduce excessive speeding through increased enforcement. The results of these efforts should be used as one of the major performance measures of law enforcement agencies in Montgomery County and the Department of Public Works and Transportation. The desired outcome should be an increase in the percentage of roads whose top operating speed (85th percentile) is at or below the posted speed limit.

- 3) Increase enforcement of pedestrian right-of-way in crosswalks:
 - a) Special emphasis should be placed on “cluster areas” such as Central Business District (CBDs) and high collision “hot spot” locations by targeting them for increased pedestrian traffic safety enforcement.
 - b) Primary focus should be on achieving substantial motorist compliance with pedestrian traffic safety laws, particularly pedestrian right-of-way in crosswalks.
 - c) Enforcement efforts should also focus on pedestrian compliance.
 - d) All Montgomery County police officers should be provided a “law card” as a reference that lists all pedestrian-related traffic safety laws.
 - e) Effectiveness shall be measured by monitoring the number of pedestrian crashes in crosswalks.
- 4) Increase resources and revenues to support Montgomery County’s traffic safety enforcement.
- 5) Pedestrian traffic safety law violations must be aggressively adjudicated by the court system. In cooperation with representatives of the County’s judicial, legal, law enforcement and executive branches of the government, the Criminal Justice Coordinating Committee should present to the County Executive and Advisory Board an annual report on pedestrian traffic safety violations and their outcomes.
- 6) Improve the collection and publication of data concerning traffic safety law enforcement.
 - a) Each year, Montgomery County should publish a comprehensive list of ticketed violations for each traffic offense in the County.
 - b) The total fines paid for these offenses in Montgomery County should be computed and compared with the funds the County receives from the State of Maryland for traffic enforcement efforts.
- 7) Law enforcement agencies in Montgomery County should analyze the location of pedestrian deaths and injuries in cooperation with DPWT.
 - a) These should be compared to the number of tickets issued for traffic safety law violations in that same area to determine whether lax compliance is a contributing factor, and/or targeted enforcement is needed at certain “hot spots.”
 - b) Better data is needed to determine areas and intersections in the County where pedestrians, bicyclists and drivers are at greater risk because of dangerous driving behavior, insufficient enforcement efforts, or underlying facility design deficiencies.
- 8) Expand the human and technological resources available to the County Police Department to enforce traffic safety laws. School crossing guards, bus drivers, County Transportation and Ride-On staff should be encouraged to report traffic violations of offending drivers by phone call or letter. Law enforcement technology should be routinely used throughout the County to step up traffic enforcement efforts, including red light cameras and speed monitoring devices.
- 9) Involve the public in traffic safety enforcement efforts. A central phone number should be posted on all County vehicles (police, Ride-On, DPWT, Park and Planning, school buses, etc.) for citizens to call to report unsafe driving by noting the vehicle’s license plate number. There should be zero tolerance for County employees who do not scrupulously obey traffic laws and the public should be encouraged to report County employees that commit violations.
- 10) Continue an aggressive recruitment campaign to fill all County Police vacancies. These vacancies are currently significant and continue to grow in numbers, impacting resources normally devoted to pedestrian traffic safety enforcement efforts.

ENGINEERING RECOMMENDATIONS

- 1) Montgomery County and the State of Maryland should embrace and proactively implement a Pedestrian Safety Engineering Tool Box that contains many of the most effective and innovative engineering options available to make our County a

safe and walkable community. These tools include countdown pedestrian signals, in-pavement crosswalk lights, traffic channelization, road diet devices and other traffic calming techniques. (SEE PAGES 39-47 FOR THE COMPLETE ENGINEERING TOOL BOX).

- 2) The Pedestrian Safety Engineering Tool Box solutions should address three primary needs of pedestrians: adequate pedestrian access parallel to roadways, the ability of all pedestrians to safely cross roadways, and safe walking routes that connect communities to schools, transit, recreational facilities, commercial and retail areas, and other communities.
- 3) Montgomery County's roadway, intersection, sidewalk, and streetscape design standards should be brought into full conformity with the most innovative, pedestrian friendly national design guidelines. The State of Maryland should also embrace engineering options to maximize pedestrian safety and access.
- 4) M-NCPPC should include a section addressing pedestrian access and safety in all Master Plans and Sector Plans.
- 5) The County should require that all public and private construction projects include a "Pedestrian Impact Statement," including a process for review by the County to maximize pedestrian safety and access.
- 6) The County should continue enhancements of its collection and use of pedestrian and vehicular crash data. Success will be indicated when crash locations are mapped on a regular basis, by type for each year and groups of years, backed up by supporting analysis and detail, and are used to identify, design and prioritize solutions ranging from transportation facility reconstruction to enforcement actions. In addition, it is recommended that citizen complaints about troublesome pedestrian and traffic safety conditions be tracked and analyzed for potential problems.
- 7) Montgomery County should carry out a countywide "Safe Routes to Schools" program to maximize safety and access for students at all schools for limits set for bus service (i.e., two miles for high schools). A safe route to school should also be ensured for students walking to their school bus stops. The effectiveness will be measured by tracking pedestrian crashes and choice of walk access (as compared to driving, being dropped off, etc.) by students and their parents.
- 8) Reassess adequacy of all pedestrian signal timings. Where insufficient time exists to cross the street, additional time should be provided, or sufficient pedestrian refuge islands, additional pedestrian signals, and reliable, pedestrian-activated push buttons should be provided in the median to make a safe crossing. Pedestrians should be given priority at all traffic signals within business districts, school zones, recreation, and high-density residential areas. To reduce collisions, intersections with high pedestrian and motor vehicle volumes should have a dedicated signal phase. The effectiveness would be measured by tracking crashes at these locations.
- 9) Relocate inconveniently placed and mid-block bus stops closer to intersections to encourage transit-using pedestrians to use crosswalks. Ideally, all bus stops should be immediately adjacent to safe crosswalks. The effectiveness of this action will be measured by tracking collisions and use of crosswalks by bus patrons.
- 10) Provide safe ADA-compatible crossings at all bus stops. Where existing bus stops do not meet this criterion, an ADA-compatible crossing should be constructed, the bus stop should be moved or, as a last resort, the bus stop should be eliminated. An assessment of all existing bus stops should be completed in six months and necessary changes made in the following six months. The effectiveness will be

measured by tracking crashes and use of crosswalks at these locations.

- 11) Public and major private building entrances, especially for schools and other facilities serving the youth and aged, should similarly be located with reference to safe ADA compatible street crossings. Design review should guard against siting major entrances where crossings are unsafe. Existing problem areas, evidenced by pedestrian crashes or unsafe behavior, should be corrected with building retrofits, crosswalk additions or modifications, or erection of pedestrian barriers (least desirable unless temporary).
- 12) Install additional traffic signals in Central Business Districts (CBD's) and other high activity locations to give pedestrians more locations to cross streets safely by controlling traffic flow and speed.
- 13) Reduce the number of right-turns-on-red, or limit them to off-peak hours, at intersections within Central Business Districts, other high-density areas, and frequent crash "hot spot" locations. The effectiveness of this change will be measured by tracking collisions at these locations.
- 14) Undertake a review of the speed limits on County and State roads to ensure that speed limits are realistic and reflect operating conditions and adjacent development patterns. Where the average speed is in excess of the posted speed limit, remedial engineering measures should be undertaken to reduce speeds. Conditions that would require full-time enforcement of the speed limit should be eliminated.
- 15) Include public compliance with the posted speed limits as part of the performance measures of both the Police Department and the Department of Public Works and Transportation. The desired outcome measure should be an increase in the percentage of roads whose 85th percentile operating speed is at or below the posted speed.
- 16) Road widening projects should anticipate potential speeding problems that often develop during non-peak hours, and include a plan to control speeds as part of their design. Developers should design their on-site roads in such a way that future speeding problems are avoided.
- 17) Replace all pedestrian crossing signs with the new florescent yellow/green signs in all school zones by the end of calendar year 2002. Funding was eliminated from the FY02 budget at the point when only 40 percent of the old signs had been replaced. The effectiveness of these signs will be measured by tracking crashes at these locations.³²
- 18) "Stop for Pedestrians" paddle signs should be placed at the roadway centerline at all unsignalized crosswalks in CBD's and other areas of high pedestrian activity to reinforce pedestrians' right-of-way. Signs should be posted at the gateways to CBD's and other commercial areas noting the maximum fine for failure to yield to pedestrians (\$500), similar to what is done for littering, which has a maximum \$1000 fine.
- 19) Fully fund the County's crosswalk re-striping program, shorten the current five-year re-striping cycle to every two years along major highways and arterials, and annually in school and transit zones. Agencies receiving permits for work in the roadway should be required to post a bond and replace pavement markings within three days of completing repaving operations. Failure to replace the pavement markings should result in loss of the bond and a freeze on any future permits until the work is done.
- 20) The lighting policy for State roads should be revised to reflect the recommendations of the Illuminating Engineering Society of North America (IESNA), which is the policy being adopted by DPWT. An assessment of the

existing lighting levels of all State roads should be done and remedial measures taken where needed, giving priority to transit routes and commercial and high-density pedestrian and residential areas.

- 21) Once DPWT's lighting policy revision has been finalized, an assessment of the existing lighting levels of all major highways and arterials should be done and remedial measures taken where needed, giving priority to transit routes and commercial and high-density residential areas.
- 22) Adopt American Association of State Highway and Transportation Officials (AASHTO) recommendations for barriers to protect pedestrians on bridges and along roadways. Where a guardrail is located behind the sidewalk, it should be relocated to the curb line.
- 23) Locate ADA-compliant handicap ramps to provide the safest and shortest crossing for pedestrians. Each corner of an intersection should have two ramps.
- 24) Designate the pedestrian safety coordinator as the staff person responsible for disseminating ADA information within DPWT.
- 25) Provide adequate funding to DPWT for necessary pedestrian traffic safety engineering changes to meet the current challenges.