



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

2015 Annual Report

DRAFT

**Darrel Droblich, Chair
Colleen Mitchell, Vice-Chair**

Prepared by Darrel Droblich

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. In the Fall of 2014, Committee Members conducted interviews to fill three vacant at-large seats on the Committee. Currently, the nomination and acceptance process is underway, and application packages are being reviewed by the County Executive. The Public-at-large members that served in 2014 were:

- Darrel Droblich, Chair (Chevy Chase)
- Colleen Mitchell, Vice-Chair (Silver Spring)
- Erwin Mack, Chair Emeritus (Takoma Park)
- Alan Migdall (Gaithersburg)
- Ramin Assa (Bethesda)
- Kristy Daphnis (Wheaton)

- Steven Friedman (Chevy Chase) (Bicycle Community Representative)
- Jack Strausman (Cloverly)
- George Branyan (Silver Spring)
- Marybeth Cleveland (Derwood) (Disabilities 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.

On December 17, 2012, Montgomery County Executive Isiah Leggett celebrated the five-year

anniversary of his December 2007 Pedestrian Safety Initiative. Around that time, the Montgomery County Department of Transportation launched a website to provide more complete and easily accessed information to residents on programs, resources, facilities and news related to pedestrian safety. This site includes all information pertaining to the business of the PBTSAC. The site can be found at www.montgomerycountymd.gov/walk.

The Pedestrian Safety Program prioritizes funding for specific projects identified in the Initiative, and is supported by input from CountyStat and the PBTSAC. Implementation of the full initiative is estimated at approximately \$4.8 million in recurring annual costs. Continuing budget constraints have slowed implementation and increased the importance of prioritizing projects that will best serve the County's residents. For Fiscal Year 2014, the recommended operating budget included \$7.4 million for pedestrian safety initiatives.¹ Of that, \$6.75 million was approved in the 2014 budget. In 2015, the recommended budget fell to \$6.38 million, a reduction that can be attributed in part to recommended elimination of enhanced police enforcement, and reductions to the streetlight assessment and upgrade program. The PBTSAC has expressed concerns about these reductions and has passed several motions regarding the continued lack of funding for education and enforcement initiatives. These motions and concerns have been transmitted to both the County Executive and County Council.

II. Year in Review TO UPDATE

On July 23, 2014, the Pedestrian Safety Initiative completed a CountyStat review, presenting progress on a variety of metrics. From 2010 to 2013, pedestrian fatality rates fell 31%, to 1.1 per 100,000 (as compared to 1.6 per 100,000 from 2005 to 2009). Average rates of serious pedestrian collisions also fell, by 27%, when comparing the same time periods. However, the average number of all collisions for each time period remained constant, at 435 per year. In looking at 2013 alone, the overall collision rate is now slightly higher than it was in 2005 (47.5 per 100,000 in 2013, up from 46.7 in 2005).

In general, the County shows improvement on most pedestrian safety metrics over the past three years. However, the total collision rate in 2013 was at its highest level since 2005. While more serious collisions have declined (Level 4 and 5 Severity,) there was an increase in reported pedestrian collisions involving no injury or less serious injuries (Level 1 and Level 2 Severity.) There also was an uptick in total pedestrian fatalities from 2012 to 2013. These data points could potentially indicate need for concern. We need to remain aware, to ensure that performance is trending in the right direction.

Meetings and Procedures in 2015

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 five times in FY 2014, on the following dates:

- January 8
- April 1

¹ <http://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy14/psprec/pedsafe.pdf>

- June 4
- August 6
- October 1
- November 30

Special Topics and Motions TO UPDATE

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 *Recommendation 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.

As noted in the *Recommendation Tracking Report*, 17 of the Committee's 23 recommendations since 2011 remain open. 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.

To foster dialogue with the County Council on pedestrian safety issues, the Committee Chair testified before the Transportation and Environment Subcommittee in July of 2014. At this hearing, the Chair shared the *Recommendation Tracking Report* and outlined some of the PBTSAC's top priorities and concerns. Three overarching Committee recommendations were made in the Chair's testimony:

- The Committee recommends a formal review and updating of the Countywide Bikeways Functional Master Plan, which was last updated in 2005;
- The Committee strongly encourages the development of a Pedestrian Master Plan to establish overarching goals for the County regarding pedestrian mode share, crash rates, and facilities; and,
- The Committee continues to stress the need for additional funding to support DOT's current pedestrian awareness and education efforts, new funding for countywide pedestrian and bicycle safety campaigns, and restored funding for police enforcement programs.

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.)

Selected Public Awareness Activities - TO UPDATE

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 include:

“Walk Your Way” Projects

Through partnerships with Montgomery County Public Schools and specific area schools, the “Walk Your Way” projects brought student-led pedestrian safety programs and messaging into more than five local high schools. Students participated in a variety of activities, including distribution of educational bracelets, creation of sidewalk art, production of videos, and other demonstrations. The Leaders Institute, a youth-serving nonprofit organization comprised of students attending Bethesda Chevy-Chase High School, produced a skit and were trained to conduct a crosswalk simulation activity for elementary school students at the Montgomery County Healthy Kids Day.

“Heads Up in Parking Lots” Campaign



In 2012, 83 percent of parking lot pedestrian collisions occurred in private retail parking lots, including malls, strip malls, fast food restaurants, grocery stores, banks, etc. To help reduce the number of pedestrian parking lot collisions, the County launched a campaign in 2014, to raise awareness amongst both drivers and pedestrians. The County forged partnerships with key property owners, to develop engineering improvement strategies, and public outreach and education strategies. The outreach materials included traditional palm cards and flyers, as well as an innovative pavement marking strategy to engage pedestrians who might be looking at the ground prior to entering crosswalks within the parking lot.

Capital Bikeshare

In September 2013, Montgomery County announced the grand opening of Capital Bikeshare.



Through two years of work and grants from the Maryland Department of Transportation and the Federal Transit Administration, the County provided some funding and found additional contributions from the City of Rockville and the Chevy Chase Land Company to bring Bikeshare to Montgomery County. As of the end of 2014, some 51 Capital Bikeshare stations, with over 750 individual docking stations, have been installed in

numerous locations throughout the County. Areas having stations include: Takoma Park, Silver Spring, Friendship Heights, Bethesda, Rockville, Shady Grove and the Life Sciences Center.

Spanish/English Pedestrian Safety Education Campaign

In December 2013, Montgomery County Executive Isiah Leggett launched a public education campaign about the consequences of failing to practice safe pedestrian behaviors. The ads use an eye-catching graphic novel format in both English and Spanish. Throughout 2014, the ads were displayed on Ride On buses and in bus shelters located in the original High Incidence Areas (HIA) identified by the County as having the highest concentrations of pedestrian collisions, which includes Piney Branch Road between Flower and New Hampshire avenues.



III. Looking Forward, 2016

In the coming year, the PBTSAC will continue to assist and advise the County in the implementation of the County's pedestrian safety efforts as defined in the County Executive's Pedestrian Safety Initiative. 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 was begun tracking 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. 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 Bikeways Master Plan, a Pedestrian Master Plan, and justification for increased funding requests in the areas of education and enforcement.

Appendix A: Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee Recommendation Tracking Report, as of January 1, 2015

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

11/24/15

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 Next Steps
2. 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	<p>The program has been one of the most successful in the nation. Given the large number of citations, more education may be needed - - or maybe not, given all the signage and warning lights school buses now use. Additional funding was not provided for this program.</p> <p>A vendor with a different pricing model would like to outfit all 1,200 school buses with new cameras. MCPD supports the school board in issuing a sole source contract to this vendor. This camera system will save MCPS \$800,000 a year. The vendor would keep all the revenue to cover maintenance and equipment costs. If approved, it would protect every school bus in the fleet. The current bus camera contract with Xerox expires in June 2016.</p> <p style="text-align: center;">MONITOR PROGRESS</p>

<p>3. January 2011</p>	<p>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.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>OIP</p>	<p>Driver education is a State MVA issue. Dunckel reported that pedestrian safety has become a very high priority for the State; pedestrian fatalities now comprise 25% of all traffic fatalities in Maryland, up from 20% a year ago. It is a good time to be raising these issues at the State level.</p> <p>The Maryland Motor Vehicle Administration (MVA) is adding pedestrian and bicycle safety questions to their test given for drivers licenses. The questions are being developed now.</p>
<p>4. November 2012</p>	<p>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.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>OIP</p>	<p>MCDOT has worked with Montgomery College and the Washington Area Bicycle Association (WABA) to hold classes on Bicycle Safety. And the Bikeshare Program has created a subsidized helmet program. Nadji Kirby has been providing Bicycle Safety educational materials within the schools via bike rodeos. Droblich suggested another alternative may be working with SHA to provide local bicycle shops with the already printed bicycle safety handouts. The Committee has confirmed that State law actually mandates that it will provide materials to do so. This program is less than stellar.</p> <p>Anyesha Mookherjee and Jeff Dunckel will work together to get materials to distribute through bike shops. Need list of bike shops throughout the county including box stores.</p> <p>MONITOR PROGRESS Anyesha and Jeff Dunckel will provide update at Nov mtg.</p>

<p>5. 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>None</p>	<p>OUR</p>	<p>Jeff Dunckel stated that the PBTSAC has requested a significant increase from the County Council last year. The issue is under review by OMB and the County Executive. The Operating budget will not be released until after the March PBTSAC meeting so MCDOT will not be able to discuss what was requested until after that release. The status of the recommendation remains “open- no response.”</p> <p>No FY16 funding was requested by the County Executive for this item. There has been no official response from the CE about why funding is not being pursued.</p> <p>MONITOR PROGRESS NEED UPDATE FOR FY17</p>
---------------------------------	--	--	-------------	------------	---

<p>6. September 2013</p>	<p><u>MOTION—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>None</p>	<p>OIP</p>	<p>Jeff Dunckel explained that Park and Planning has designated 28 BiPPA areas in Montgomery County. The first five BiPPAs to be studied (designated by County Council) are Silver Spring, Wheaton, Glenmont, Grosvenor, and Veirs Mill/Randolph.</p> <p>Aruna Miller provided an update at the October meeting. Moving into FY16, the County has \$875,000 to implement recommended improvements. MCDOT decided to target one area for this year's expenditures: Silver Spring. The total budget is \$5 million over 5 years.</p> <p>MONITOR PROGRESS</p>
---------------------------------	--	--	-------------	------------	---

<p>7. September 2013</p>	<p><u>MOTION: 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 	<p>5/1/14 Provided complete grid</p>	<p>Ongoing</p>	<p>OAR</p>	<p>Dunckel stated MCDOT has moved towards remarking crosswalks on a three-year cycle now, with high-visibility, ladder-style crosswalks being installed. Funding has been recently increased to this program to enable an expansion. Bilgrami clarified that as older, faded crosswalk within the County are replaced, the unsignalized crosswalks, urban districts, HIAs, and crosswalks with higher pedestrian volumes will be marked with a ladder-style crosswalk marking. The ladder-style pavement marking is for greater visibility and increased awareness of pedestrians. It is agreed the status is to change to “closed- acceptable response,” though the work is ongoing - - and never really closed.</p> <p>MONITOR PROGRESS NEED FUNDING UPDATE IN RELATION TO FY17 BUDGET AND ADA COMPLIANCE</p>
---------------------------------	--	--	----------------	------------	--

<p>8. 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>CAR</p>	<p>Cpt. Didone stated every speed camera placement has a pedestrian factor included. If there is not a pedestrian factor as part of a need for the camera, then the speed camera does not usually get approved.</p> <p>Montgomery County is the only agency running a speed camera program that has received a positive evaluation – the Insurance Institute evaluated the program. The County has proven that cameras do save lives. Captain Didone recently studied the crash data from 2003 – 2008, and 2008 – 2014. The County used to average 50 motor-vehicle fatalities and 15 pedestrian fatalities a year. Since speed cameras have been installed, those numbers have gone to an average of 33 motor-vehicle fatalities and 10 pedestrian fatalities a year. The County will not be able to expand the program for another two years.</p> <p>MONITOR PROGRESS</p>
---------------------------------	---	--	--	------------	--

<p>9. 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 funding for this item in the FY16 Budget.</p> <p>Wolanin suggested putting together a work group to review what Colleen had prepared and to discuss the best process to develop some type of plan or guidance for the County. Droblich suggested that Colleen Mitchell, George Branyan and David Anspacher meet with Emil Wolanin to work through an outline of what this document or plan should be.</p> <p>NEED TO DISCUSS NEXT STEPS.</p>
---------------------------------	---	---	--	------------	--

<p>10. September 2013</p>	<p>MOTION—<u>Purple Line Project - No Additional Lane Capacity Be</u> <u>Provided:</u> Voted, that the PBTSAC recommend to the County Executive and County Council that in central business districts, locations with other high capacity transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators, that no additional lane capacity be provided for motor vehicles, including no additional turn lanes. Instead, right of way should be dedicated to bicycle facilities, promenades with wide planting strips and street trees.</p>	<p>5/1/14 Provided complete grid</p>		<p>OIP</p>	<p>The PBTSAC’s recommendations had been put forward to the MTA which responded by speaking to the Committee last summer. Drew Morrison reported that Councilmember Riemer wrote MTA a letter addressing the lane widths along Wayne Avenue and feels additional conversation needs to ensue.</p> <p>Drew Morrison reports that the Governor should provide his response to the proposed Purple line by mid- to late-May. If the project proceeds, the contractor project teams should submit their proposals this August.</p> <p>NEED UPDATE</p>
----------------------------------	--	---	--	------------	--

<p>11. September 2013</p>	<p>MOTION—<u>Purple Line Project - Specifications for Pedestrian Crossings:</u> Voted, that the PBTSAC recommend to the County Executive and County Council that 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, crossings should include raised pedestrian refuge islands (that cross over the striped crosswalk), tight turning radii, and planting strips with street trees.</p>	<p>5/1/14 Provided complete grid</p>		<p>OIP</p>	<p>The PBTSAC’s recommendations had been put forward to the MTA which responded by speaking to the Committee last summer. Drew Morrison reported that Councilmember Riemer wrote MTA a letter addressing the lane widths along Wayne Avenue and feels additional conversation needs to ensue. The County is waiting for the new Governor’s proposal.</p> <p>Drew Morrison reports that the Governor should provide his response to the proposed Purple line by mid- to late-May. If the project proceeds, the contractor project teams should submit their proposals this August.</p> <p>NEED UPDATE</p>
----------------------------------	---	---	--	------------	---

<p>12. November 2013</p>	<p>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.</p>	<p>5/1/14 Provided complete grid</p>	<p>Ongoing</p>	<p>OIP</p>	<p>Jeff Dunckel stated this issue primarily involves the Department of Permitting Services, as well as SHA. In recent discussions, it was agreed that the information that needed to be placed on signage in the public rights-of-way should be defined. Bilgrami, Dunckel, and Mookerjee will meet with DPS and discuss what measures should be taken to establish proper public notification of disruptions to pedestrian pathways, and to decide what signage in the public ROW should be posted. SHA already has required signage including a phone number to report any issues. A follow up meeting is proposed to include State Highway, Permitting Services, Highway Services, and Traffic Engineering to discuss this topic further.</p> <p>Bill 3-15 was passed in March as part of the department of permitting budget. An inspector will be hired to ensure sidewalks remain clear during construction. Signage will also be provided on construction sites, work will need to be properly staged, and construction sites will need to accommodate pedestrians. This bill is for County right-of-way, but not state right-of-way.</p> <p>MONITOR PROGRESS: NEED UPDATE ON IMPLEMENTATION</p>
---------------------------------	--	--	----------------	------------	--

<p>14. May 2014</p>	<p>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.</p>	<p>9/2/14</p>		<p>OIP</p>	<p>Negotiations are underway with Pepco regarding the right-of-way issue and future use for trails.</p> <p>MONITOR PROGRESS</p>
<p>15. May 2014</p>	<p>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.</p>	<p>9/2/14</p>		<p>OIP</p>	<p>The Bike Master Plan update started on July 1, 2015 and will be a two-year process. Kick off meetings for the Bicycle Master Plan began around the County in September. On October 6th, a meeting will take place at Walter Johnson High School. They had great reception in the more urban areas and people really liked the interactive map where you can provide comments on the different problems. http://www.montgomeryplanning.org/gis/interactive/bikeways.shtm. The draft plan will be submitted to the board in late 2016 and approved by County Council in late 2017. Darrel Droblich has been appointed to the Plan Advisory Group.</p> <p>MONITOR PROGRESS:</p>

<p>16. September 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</p>	<p>10/30/14</p> <p>Via Letter</p>		<p>OIP</p>	<p>Bill 21-14 for snow removal had three components: 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. The Council approved the inventory for \$200,000 for #1. The other two items were not approved in this year's budget.</p> <p>MONITOR PROGRESS Drew Morrison to provide update about implementation and FY17 budget possibilities.</p>
----------------------------------	---	-----------------------------------	--	------------	--

<p>17. 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 Transmitted in Council</p>		<p>OIP</p> <p>Droblich testified in support of additional funding for both enforcement and education before the full Council and submitted testimony to the T&E Committee.</p> <p>The Council's Reconciliation list included \$80,000 for pedestrian enforcement and \$100,000 for pedestrian safety education.</p> <p>Tom Didone provided update at October meeting. The FY16 \$80,000 budget for enforcement was excluded from the County's savings plan - - but MCPD are having trouble finding it. Last year the police averaged 18 details a month. This year's plan has the police doing 40 details a month. That is 1,920 hours of police enforcement dedicated to pedestrian safety this year.</p> <p>MONITOR</p>
------------------------------	--	-----------------------------------	--	--

**Public Hearing on FY16 Operating Budget and Amendments
to FY15-20 Capital Improvements Program**

**Testimony of Darrel Droblich
2700 Blaine Drive
Chevy Chase, MD 20815**

Summary:

The Pedestrian, Bicycle, and Traffic Safety Advisory Committee supports:

- A \$75,000 request by the Planning Department to update the Bikeways Functional Master Plan to set a long-term vision for the county.
- \$100,000 to support the development of a Pedestrian Master/Complete Streets Plan by the Planning and Transportation Departments.
- \$100,000 in increased DOT funding for countywide pedestrian and bicycle safety awareness and education programs at high schools.
- Restoring \$125,000 in funding to the Police Department for traffic safety enforcement in conjunction with the DOT Pedestrian Safety Program.
- Continued funding in the Capital Improvements Program (CIP) for the Bicycle and Pedestrian Priority Areas (BiPPA).
- Funding should be provided by revenues from the speed camera program as promised in 2008. Last year revenues totaled \$16 million.

Good evening.

I'm Darrel Droblich, a resident of Chevy Chase and Chairman of the Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee.

The Advisory Committee is a 17-member body appointed by the County Executive and confirmed by the Council. We meet bimonthly to review and advise both the County Executive and County Council on pedestrian, bicycle and traffic safety issues. On a personal note, I want to say how proud that I am to be a member of this Committee and to work with such dedicated and professional staff members of the Department of Transportation, Police Department and other departments represented on the Committee. As a parent and citizen, I am constantly amazed at their willingness to go the extra mile and do whatever they can to keep our fellow citizens safe, even as they are asked to do more with less.

As you know, we share your commitment to improve pedestrian, bicycle and traffic safety as well as accessibility for everyone... and remain dedicated to assisting you to achieve the County's goal of making Montgomery County a model walkable and rideable community.

With these shared goals in mind, I would like to draw your attention to a few areas of concern that the Committee has, which are detailed further in our Annual Report and a new document that we are using to track Committee actions and motions, which has been shared with your committee previously. We see these issues as interconnected and overarching in scope and purpose in making our County's road and pathways safe for all of its citizens.

First, we recommend that the Council support the Planning Department's request of \$75,000 to begin a formal review process of the Countywide Bikeways Functional Master Plan, which was last updated in

2005. There is general agreement amongst key stakeholders that the plan should be updated to account for the latest engineering best practices, county growth and to promote interconnectivity of bicycle trails and roadway accommodations.

Second, we would strongly encourage that the County provide funding to develop a Pedestrian Master or Complete Streets Plan to establish overarching goals for the County regarding pedestrian mode share, crash rates, and facilities. Agreed-upon goals and clear guidance will 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. The master plan should pay particular focus to the needs of our young people and students, disabled community and our senior citizens; providing maximum accessibility to sidewalks and public transportation and improving safety in parking lots. We would like to see the plan focus on areas around schools, public facilities and areas where senior citizens tend to live and visit. While both the County Executive and T & E Committee have agreed that such a plan is need, no money has been appropriated to begin work.

Third, while the County has made great progress over the last few years in bringing down the numbers of pedestrian fatalities and collisions, we saw a slight up tick last year. The Committee strongly believes that additional funding is necessary to support DOT's current pedestrian awareness and education efforts, and specifically, seek \$100,000 in new funding for countywide pedestrian safety campaigns.

We believe that this is important in that while the County has invested millions of dollars in engineering improvements over the years, funding for comprehensive and sustained educational efforts have not kept pace or even received much attention. **For a County the size of Montgomery County, the current funding for educational and enforcement efforts is neither proportional nor adequate to what we spend on Engineering – in protecting our citizens.** If all three are not properly funded and executed, none of them function as efficiently as they can.

Furthermore, we have evidence that educational campaigns – coupled with enforcement efforts – have a demonstrable effect on reducing pedestrian fatalities. I'll say something about the lack of enforcement funding in a moment, but the Committee has been extremely impressed with the unique and innovative public awareness campaigns that the DOT has been able to implement with shameful little funding. They have been able to do this through leveraging partnerships and earned media to help spread the reach of these wonderful campaigns. However, the only thing worse than conducting NO public education is conducting anemic or sporadic education campaigns.

We believe that the same lessons can be applied to preventing bicycle collisions and fatalities in the future. This will be especially important as Capitol Bike Share continues to attract users and grows across the County. Currently, there are no substantial line item funding for promoting either pedestrian or bicycle safety and understanding of everyone's rights and responsibilities as road users. This leads me to my fourth point.

I was personally shocked to find out that all enforcement actions, such as pedestrian stings, held in cooperation between the Police Department and the Department of Transportation over the last couple years were conducted through the use of overtime funds rather than dedicate funds for this purpose. The Committee was equally shocked to find out at our most recent meeting that traffic safety enforcement was not only zeroed out in this year's budget, but actually last years as well. The Committee strongly recommends that \$125,000 in dedicated funding be provided for the Police Department to continue its traffic safety efforts in conjunction with the DOT. It also recommends that a

group of police officers be assigned to these types of details on an ongoing basis so that they can be properly trained and sensitized to enforcing all laws related to pedestrians, bicyclists and motorists alike.

Funding for all of these initiatives should be funded by revenues collected through the speed camera enforcement program as promised by the County Executive in 2008. Last year revenues totaled \$16 million.

As we look at continued population growth, new road construction, housing and business developments, and the implementation of The Purple Line in the near future, we believe that even modest increases in educational and enforcement spending can have desirable impacts, especially in protecting our students, young people as well as our senior citizens.

We ask that you provide appropriate funding for these efforts so that we don't recede from the progress that has been made over the past few years, but that we actively work to build for the future now and lay a sound foundation and vision for the County going forward. We should all strive not only to be a safer community, but a MODEL community that sets the bar for pedestrian, bicycle and traffic safety, and serves as an example to surrounding communities as well as across the nation. We have the leadership, talent and brainpower to do so; we just need the joint commitment and vision.

As always, the Committee appreciates your leadership in this area and stands ready to assist you in any way we can. I hope that this is just the first of many discussions that the Advisory Committee and each of you will have of the coming years. You have a standing invitation to attend our Committee meetings or communicate with us in between meetings regarding your priorities and concerns.

Thank you for your time and consideration. We would be pleased to answer any questions that you may have.

Appendix C: 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 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.
 - Partnering and/or sponsorships with outside entities to maximize the overall success of the educational efforts.
 - 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.²⁸
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.
 - 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.
 - Montgomery County police officers must routinely make enforcement of pedestrian-traffic safety laws a top priority.
 - Frequent, targeted and visible pedestrian-traffic safety enforcement initiatives should be undertaken in cooperation with a comprehensive educational and media outreach program.
 - 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:
 - Special emphasis should be placed on "cluster areas" such as Central Business Districts

(CBDs) and high collision “hot spot” locations by targeting them for increased pedestrian traffic safety enforcement.

- Primary focus should be on achieving substantial motorist compliance with pedestrian traffic safety laws, particularly pedestrian right-of-way in crosswalks.
- Enforcement efforts should also focus on pedestrian compliance.
- All Montgomery County police officers should be provided a “law card” as a reference that lists all pedestrian-related traffic safety laws.
- 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.

- Each year, Montgomery County should publish a comprehensive list of ticketed violations for each traffic offense in the County.
- 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.

- 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.”
- 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.³⁰

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, pedestrianfriendly national design guidelines. The State of Maryland should also embrace engineering options to maximize pedestrian safety and access.
4. M-NCPPEC 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.³¹
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-stripping program, shorten the current five-year re-stripping 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.