

**DRAFT SUMMARY OF September 09, 2013 MEETING of the  
PEDESTRIAN, BICYCLE, and TRAFFIC SAFETY ADVISORY COMMITTEE  
Executive Office Building, 9<sup>th</sup> Floor Conference Room  
7:00 pm to 9:00 pm**

**Members Present:** Erwin Mack, Chair; Colleen Mitchell, Vice Chair; Tom Autrey (representing David Anspacher), MNCPPC; Benjamin Fulton (representing Councilmember Valerie Ervin); Angel Garcia-Ablanque, MCPS; Alan Migdall; Anyesha Mookherjee, MSHA; Alyce Ortuzar; David Sharp; Jack Strausman; Steve Friedman (by phone); Tony Alexiou (representing Art Holmes, Jr.), MCDOT; Mark White (representing Cpt. Tom Didone), MCPD; Darrel Drobnych;

**Members Absent:** David Anspacher, MNCPPC; Councilmember Valerie Ervin; Cpt. Tom Didone, MCPD; Ramin Assa; John Hall; Arthur Holmes Jr., MCDOT; Reemberto Rodriguez, SSRSC;

**County Staff:** Jeff Dunkel, MCDOT (Pedestrian Safety Coordinator); Nadji Kirby, MCDOT; Tom Pogue, MCDOT; Fred Lees, MCDOT; Michael Subin, County Executive's Office; Kim Funderburk, MCDOT

**Guests:** Peggy Dennis, WMC/CAB; Jeremy Martin, resident; Denise Cohen, Potomac Peddlers/Community member; Sky Brandt, resident; Kristy Daphnis, resident

Vice-Chair Colleen Mitchel called the meeting to order at 7:06 pm (Chairman Erwin Mack being delayed due to being caught in a highway traffic jam)

**1) PBTSAC Committee Business:**

**Colleen Mitchell, Vice-Chair**

**Welcome and Introductions:** Purpose of Tonight's Meeting – To review the status of past action items and to discuss the July briefing on the planned Purple Line light rail project. Kim Funderburk and Tony Alexiou were introduced to the committee; guests were acknowledged.

**Review of Meeting Summary from July – Approval/Changes –** The July Meeting Summary was introduced.

**MOTION: A motion was made to approve the July 11, 2013 Meeting Summary; it was voted and unanimously approved.**

**Update on Reappointments** (Dunkel, Subin) – The Selection Committee has completed board vacancy interviews. The committee's recommendation will be submitted to the County Executive for review and approval by the County Council. According to Mike Subin, the approval process generally takes a month. Jeff Dunkel is hopeful a decision will be reached in time for the November meeting.

**County Council Presentation – September 24 (Dunkel) –** MCDOT/ Pedestrian Safety is slated to appear before the full County Council on September 24, 2013 (mid-morning around 10:30 or 11:00 am) to make a presentation on bicycle and pedestrian safety issues.

**August 22 Ride-along Tour of DC Bicycle Facilities (Friedman) –** Steve Friedman provided an overview of the Ride-along Tour. A number of key MCDOT representatives and County employees participated in the tour, which covered areas with D.C's Bikeshare. The DC facilities were innovative but different; showed evidence of "outside-of-the-box thinking"; inconsistent in the color of paint used to create bike lanes throughout the city, an issue that may be confusing to new cyclists. The bike tour was a good experience overall.

**MWCOG Presentation on Pedestrian Safety Enforcement** – Jeff Dunckel (in Captain Didone’s absence and Sgt. Mark White arriving later) spoke about the pedestrian safety enforcement presentation made to MWCOG on August 29<sup>th</sup> by Ofc. Jeremy Smalley (PowerPoint slides included in meeting packet). Montgomery County is seen as the model for pedestrian safety enforcement throughout the Washington region.

**Annual Report for 2013** – Vice Chair, Colleen Mitchell, asked for a volunteer to prepare the Annual Report for 2013. Darryl Droblich volunteered and was approved by the Committee. The first draft is due in November with the final report due in January.

## **2.) PBTSAC Follow-up on Bicycle Issues**

### **MOTION 1: County-wide Bike Safety Education Campaign**

**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

**Steve Friedman summarized the motion; it was unanimously approved.**

### **MOTION 2: MCPD Bike Patrol Activities**

**Voted**, that the PBTSAC recommend to the County Executive that **MCPD bike patrols be encouraged to ride in the streets in addition to riding on sidewalks during routine patrols, as well as participate in motorist and bicyclist sting operations** to identify road users operating vehicles in an unsafe manner. MCPD bike patrols would serve as examples to all road users of riding on the road safely and would educate road users on relevant laws pertaining to safe/legal operations regarding interactions with other road users. Doing so as an ancillary function to these patrols would not diminish the ability of bike patrols to be able to go where cars can’t go and would further educate and protect all road users as well as pedestrians who have to cross county streets while considering the actions of vehicular road users.

**Steve Friedman provided a summary of the motion; it was unanimously approved.**

### **MOTION 3: Improve Bicycle Infrastructure**

**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.

**Steve Friedman summarized the motion; it was voted and unanimously approved.**

### **MOTION 4: Adherence to Master Plan (Motion Tabled – see below)**

**Voted**, that the PBTSAC recommend to the County Executive **that all county contractors be required to adhere to the Master Plan**. This includes new building development, road resurfacing, road maintenance, bike parking, etc. Adherence to the Master Plan is not only a requirement but ensures continuity of existing facilities. It also helps further create a series of facilities for bicyclists as well as continue to educate and inform motorists of where bicycles can ride and create an expectation that bicyclists will be using these facilities thereby encouraging safer usage by all types of vehicles.

Steve Friedman summarized the motion.

The following amendments were suggested:

- Adding verbiage to address adherence to the Master Plan, when feasible
- In the first sentence, replace the word required with encouraged
- Removed the word “contractors” to avoid perceived onus on County contractors, as the County is ultimately responsible to ensure adherence to the Master Plan
- Typo in last sentence changed from; create and expectation to; create an expectation

Concern was raised that strictly following the Master Plan is not always feasible. The committee discussed varying viewpoints on numerous aspects of the motion and the proposed amendments. **Chairman Mack tabled the motion until the November meeting**; additional suggestions should be emailed to Steve Friedman.

### **MOTION 5: Bicycle Ride-along**

**Voted**, that the PBTSAC recommend to the County Executive that the **2011 ride-along is repeated within and not later than one year following the implementation of** Bikeshare. This will allow MCDOT, bicycling advocates and other stakeholders to assess the progress being made in the first four points above and point out areas requiring more attention.

Steve Friedman summarized the motion; it was unanimously approved.

### **3.) Issues of the Disabilities Community: Follow-up on March Meeting**

#### **MOTION 1: Crosswalk Striping and Crossing Treatment Policy**

**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 roadway users of all mobility levels, and that is consistent for local, county and state roadways.

This may include details such as:

- High visibility (ladder) crosswalks shall be utilized at signalized intersections in CBDs and adjacent to transit stops/stations and other high pedestrian volume locations. On other roadways, parallel line striping at signalized intersections is warranted (the goal is to reserve funds for most needed locations and convey consistent message to motorists). Consider use of advance stop bars and diagonal striping to improve visibility. Investigate use of a vertical and detectible ridge along crosswalks in high volume locations to improve safety of persons with visual impairments
- Develop maintenance goals to ensure crossing surface is smooth and without obstruction and markings remain in good repair.
- Crossing distances shall be mitigated/shortened at every opportunity through the use of raised pedestrian refuge islands (adequate to accommodate a wheelchair, protected with a nose), curb extensions or tightened turning radii. Signals should be set to meet the most recent MUTCD pedestrian walking speed of 3.5 ft./second.

- At uncontrolled crossings of multiple lane roads with high traffic volumes and speeds over 40mph, marked crosswalks alone are inadequate for pedestrian safety. Beacons or half signals and advance warning signs should be implemented.

Colleen Mitchell presented the motion; it was approved unanimously.

### **MOTION 2: 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.

Colleen Mitchell summarized the motion; it was approved but received one no vote.

### **MOTION 3: Montgomery County Pedestrian Master Plan**

**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.

The motion was summarized by Colleen Mitchell; it was approved unanimously.

### **Remaining Issues for Disabilities Community**

Future consideration of the following issues is needed to bring to closure the issues raised at last year's meeting with the disabilities community.

- 1.) Parking Lot Safety for Disabled
- 2.) Bus Stops and Transit Access
- 3.) Travel Paths – Sidewalks and Construction Impediments. (To be discussed in the November meeting)

### **4) Follow-up Discussion on Purple Line Project Presentation by Mike Madden July 11, 2013 Issues and Concerns**

Chairman Erwin Mack expressed concern over the lateness of the committee's involvement in the Purple Line Project. Angel Garcia-Ablanque expressed concern over how the Purple Line will affect school busses by limiting street crossing due to a State regulation prohibiting school buses from crossing railroad tracks. County lawyers are looking into changing the law. Chairman Mack suggested taking the school bus concerns directly to the MTA. Tom Pogue suggested putting the concerns in writing to be submitted directly to the state.

### **Action items following the presentation of the Purple Line project July 11, 2013**

It is not evident from available information that the Purple line has a clear vision to shift the County's mode share from single occupancy motor vehicle to transit, walking and bicycling. In many locations with dense development and population, wide multi-lane roads are illustrated on both sides of the light rail which doesn't

further the TOD goals of the project (slide 4) or match successful light rail systems in other cities. In many instances, additional travel or turn lanes are being constructed which is lengthening crossing distances, reducing safety for pedestrians, and is detrimental to the pedestrian environment. In order to create vibrant retail hubs in key centers along the Purple Line's path, the transit system needs to be effective and efficient, but also enticing to pedestrians with a street cross section that prioritizes transit, pedestrian and bicycle travel over motor vehicle travel. We don't see any illustrations that reflect successful light rail and TOD development in other cities like Portland (shown below).

#### **MOTION 1: No Additional Lane Capacity**

**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.

Colleen Mitchell summarized the motion; it was unanimously approved.

#### **MOTION 2: Specifications for Crossings**

**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.**

Colleen Mitchell summarized the motion; it was unanimously approved.

#### **5) New Business/Comments**

The November meeting is scheduled for November 7, 2013, and the January meeting is scheduled for January 9, 2014.

**Silver Spring Green Fest, October 5:** Jeff Dunckel spoke about the Silver Spring Green Fest, which will emphasize environmental ethics and environmental sustainable living. MCDOT is scheduled to participate in the festival in celebration of the Bikeshare Initiative, and the completion of sidewalk installations and other engineering improvements in the downtown Silver Spring area.

**Issue of Bicycle Parking (Friedman/Mack):** Erwin Mack spoke about an underground parking facility in Tokyo that is similar to an underground parking garage in Annapolis, MD. The underground bike parking facility can be viewed on YouTube: [http://www.youtube.com/watch\\_popup?v=pcZSU40RBrq](http://www.youtube.com/watch_popup?v=pcZSU40RBrq)

The committee thanked Colleen Mitchell and Steve Friedman for drafting the motions in advance of the meeting – this facilitated more efficient and effective consideration of the motions.

Chairman Mack opened the floor to the invited guests for comments. Peggy Dennis has been in contact with Pepco on behalf of Western Montgomery Citizens Advisory Board regarding access to the portions of Pepco's right-of-way for shared-use activities. Mack responded that the issue may be taken up in future agenda.

Alan Migdall referenced an email regarding the inclusion of a judicial representative on the board. Committee member comments included:

- Composition of the committee is determined County Council legislation, and selected by the County Executive and County Council

- An invitation could be extended for a judicial representative to attend as a guest of the committee to provide perspective on judicial issues of concern to the committee

**6) Adjourn** – Chair Erwin Mack adjourned the meeting at 9:04 pm.

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