

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

Status Key

ONR – Open No Response
OAR – Open Acceptable Response
OUR – Open Unacceptable 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	Comments Next Steps
September 2011	MOTION: Select East Bethesda and Montgomery Hills as the two neighborhoods to conduct a pilot study to assess pedestrian networks and identify needed improvements.		None	ONR	
January 2011	ACTION: MCDOT to evaluate the recommendation for a pilot study of pedestrian networks (sidewalks and crossings) within its 2013 budget request process.	5/1/14 Provided complete grid	None	OPN	
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	None	CAR	Cpt. Didone gave update at subsequent meeting. Seek status update on infractions and plans for expansion in current budget.
January 2011	ACTION: Two suggestions were made: 1) expanding the SRTS program incorporating bicycle education; 2) MVA should conduct some sort of continuing driver education every 10 years.	5/1/14 Provided complete grid	None	ONR	
November 2012	<u>MOTION</u> : PBTSAC recommends to the County Executive that funding be increased for pedestrian education and bicycle safety programs without negatively impacting other pedestrian safety programs.	5/1/14 Provided complete grid	None	CUR	Budget was slightly increased by County Council during reconciliation process. Funding remains flat.

<p>September 2013</p>	<p>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:</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>ONR</p>	
<p>September 2013</p>	<p>MOTION—<u>MCPD Bike Patrol Activities</u>: 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.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>ONR</p>	<p>Reported at 11/6/14 PBTSAC Meeting: Didone has spoken to the Commanders of the three District Stations in the CBDs; Bethesda reports that their Bike Patrols ride about half the time on the sidewalks and half the time on the roadways. They accept that they have to set the example of adhering to the rules of the road when biking. Stings are being proposed for next year's budget – these will have to be coordinated with an associated education campaign. Silver Spring (District 3) and Wheaton (District 4) report that they are riding primarily on sidewalks.</p>

September 2013	<p>MOTION—<u>Improve Bicycle Infrastructure</u>: Voted, that the PBTSAC recommend to the County Executive that emphasis be given to improving existing bike infrastructure or implementing new bike infrastructure in the areas where Bikeshare will be implemented, working with all appropriate stakeholders, including but not limited to affected schools. This will provide the Bikeshare program with the opportunity to succeed by helping participants feel safe and confident when using bicycles. Research indicates that proper signage, bike lanes, sharrows, etc. help facilitate safe bicycling by notifying bicyclists and motorists alike of where bicycles are allowed to ride as well as create an expectation that bicyclists will be using these facilities.</p>	5/1/14 Provided complete grid	None	ONR	<p>Reported at 11/6/14 PBTSAC Meeting: Emil Wolanin reported that this is now an ongoing activity within the Department. The most recent Woodglen Cycle Track is an example of such infrastructure activity. MCDOT is now reviewing all resurfacing projects to look for opportunities to put in bike facilities. This fiscal year, there have been 5 roadway projects where this occurred. MCDOT is also looking at the roadways in the vicinity of Bike Share Stations; markings and signage are being added to roadways in these areas. Mid-county area is almost complete; MCDOT will be moving to Silver Spring next, then Bethesda. Improvements to bicycle infrastructure are well underway, and there is funding to continue to improve bicycle infrastructure. MCDOT is continuing to look for opportunities to improve bicycle infrastructure as projects come up.</p>
September 2013	<p>MOTION—<u>Bicycle Ride-along</u>: 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.</p>	5/1/14 Provided complete grid		CAR	<p>Ride was repeated in DC. Committee needs to decide whether to recommend repeating.</p>

<p>September 2013</p>	<p>MOTION: <u>Crosswalk Striping and Crossing Treatment Policy</u>: Voted, that the PBTSAC recommend to the County Executive that a crosswalk striping policy and crossing treatment policy be developed that meets national best practices for pedestrian safety for all roadways users of all mobility levels, and that is consistent for local, county and state roadways. This may include details such as:</p> <ul style="list-style-type: none"> • High visibility (ladder) crosswalks shall be utilized at signalized intersections in CBDs and adjacent to transit stops/stations and other high pedestrian volume locations. On other roadways, parallel line striping at signalized intersections is warranted (the goal is to reserve funds for most needed locations and convey consistent message to motorists). Consider use of advance stop bars and diagonal striping to improve visibility. Investigate use of a vertical and detectible ridge along crosswalks in high volume locations to improve safety of persons with visual impairments • Develop maintenance goals to ensure crossing surface is smooth and without obstruction and markings remain in good repair. • Crossing distances shall be mitigated/shortened at every opportunity through the use of raised pedestrian refuge islands (adequate to accommodate a wheelchair, protected with a nose), curb extensions or tightened turning radii. Signals should be set to meet the most recent MUTCD pedestrian walking speed of 3.5 ft./second. • At uncontrolled crossings of multiple lane roads with high traffic volumes and speeds over 40mph, marked crosswalks alone are inadequate for pedestrian safety. Beacons or half signals and advance warning signs should be implemented. 	<p>5/1/14 Provided complete grid</p>		<p>ONR</p>	<p>Reported at 11/6/14 PBTSAC Meeting: Emil Wolanin informed the PBTSAC that the MCDOT policy is now to always use the ladder style crosswalks at all locations - - signalized intersections, unsignalized intersections, mid-block crossings, etc. MCDOT's ability to remark crosswalks is dependent on the budgets; we were cut the last few years but are now restored back to the prior level. The goal is to restripe every three years on average, depending on circumstances and need at each crosswalk location. MCDOT has a program to change all the signals in the County to a 3.5 ft. per walking speed. When new crossings are installed, MCDOT has a policy to install pedestrian refuge islands and curb extensions wherever possible. MCDOT installs traffic controls in accordance with the Manual of Uniform Traffic Control Devices (MUTCD); it is not possible to put signals at every crossing. MCDOT agrees that if a signal cannot be installed under the MUTCD, uncontrolled crosswalks should not be installed along multi-lane, high-speed roadways.</p>
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September 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		ONR	
September 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		ONR	
September 2013	MOTION— <u>Purple Line Project - No Additional Lane Capacity Be 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.	5/1/14 Provided complete grid		ONR	
September 2013	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.	5/1/14 Provided complete grid		ONR	
November 2013	ACTION: Steve Friedman requested information on the membership numbers for Montgomery County Bikeshare.			ONR	

November 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 Provided complete grid		ONR	
November 2013	MOTION— <u>Adherence to Bicycle Master Plan</u> : Voted, that the PBTSAC recommend to the County Executive, County Council and M-NCPPC that whenever development or project road work is being performed on a County roadway, the appropriate public agency shall review the project for adherence to the Master Plan and where possible, within the scope of the project, require appropriate bicycle and pedestrian accommodations implementing Master Plan recommendations. This includes new construction as well as reconstruction projects. ADA Best Practices and AASHTO Bicycle Guidance should be followed to provide both a walkable pedestrian environment, accessible to all users, and appropriate bicycle accommodations. The Motion was unanimously approved.	5/1/14 Provided complete grid		ONR	
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.	9/2/14		ONR	Reported at 11/6/14 PBTSAC Meeting: Jeff Dunckel and Steve Friedman reported that a meeting was held with the County Attorney in October; Steve Friedman participated in that meeting with advocates of the shared-use path on Pepco property. The County Attorney is now considering the requests from this group.

May 2014	Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee recognize the ongoing contributions of Peggy Dennis and John Wetmore to the mission of the PBTSAC through consistent attendance at meetings, submission of ideas and information, and engagement with PBTSAC leadership and membership which enhances the effectiveness of public interactions with the committee in particular with the increased interest and use of bicycles for regular transportation and for recreational uses in Montgomery County.	9/2/14		CAR	
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		ONR	
May 2014	Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee commend the Committee Evaluation and Review Board (CERB) for its findings as presented in its 2013 report, <i>Review and Evaluation of Montgomery County's Board Committee, and Commissions</i> , and recommend that the County Executive and County Council adopt all of the CERB's recommendations, especially those related to streamlining the nomination process.	9/2/14		ONR	

<p>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 21-14 is a good starting place.</p>	<p>10/30/14</p> <p>Via Letter</p>		<p>NRR</p>	
<p>October 2014</p>	<p>Voted: that a letter of commendation and appreciation be presented to Mr. Erwin Mack for his outstanding contribution to the citizens of Montgomery County through his leadership on the Pedestrian, Bicycle, and Traffic Safety Advisory Committee. The letter should appropriately convey the Committee's deep appreciation for Mr. Mack's good humor and collegiality in conducting all Committee business and recognize his continued community activism that helps make our County a safer place to live, work, play, and raise a family.</p>	<p>10/30/14</p> <p>Via Letter</p>		<p>NRR</p>	<p>Passed during the week of October 14 by email vote.</p>