

Recommendation #1

November 2012:

MOTION: PBTSAC recommends to the County Executive that funding be increased for pedestrian education and bicycle safety programs without negatively impacting other pedestrian safety programs; eight in favor, one opposed, one abstention

Recommendation #2

September 2013:

MOTION: **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

Recommendation #3

September 2013:

MOTION: **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.

Recommendation #4

September 2013:

MOTION: **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.

Recommendation #5

September 2013:

MOTION: **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.

Recommendation #6

September 2013:

MOTION: 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.

Recommendation #7

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.

Recommendation #8

September 2013:

MOTION: 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.

Recommendation #9

September 2013:

MOTION: Purple Line Project - No Additional Lane Capacity Be Provided - 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.

Recommendation #10

September 2013:

MOTION: Purple Line Project - Specifications for Pedestrian 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.

Recommendation #11

November 2013:

MOTION: Construction Signage – Pedestrian Safety Concerns - Motion voted that the PBTSAC recommend to the County Executive (*that the County*) 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.

Recommendation #12

November 2013:

MOTION: Adherence to Bicycle Master Plan - 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.