Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC)
Pedestrian, Bicycle, and Traffic Safety Advisory Committee

• The Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC) is a group of citizens, elected officials, and government representatives focused on pedestrian and bicycle safety issues in Montgomery County.
Why I Care

Our schools and streets are where the overwhelming majority of community members interact and interface on a daily basis. It’s our job to make both safe.

There are more deaths from traffic collisions than from homicides.

It’s all about civility – the rest is physics.
Pedestrian, Bicycle, and Traffic Safety Advisory Committee

- 2002, Blue Ribbon Panel Report
  - PBTSAC Created
- 2007, County Pedestrian Safety Initiative
  - Strategy 1 – Target Improvements in High Incidence Areas (HIAs)
  - Strategy 2 – Improve Pedestrian Networks and Connectivity
  - Strategy 3 – Emphasize Pedestrians and Bicycles in Planning
  - Strategy 4 – Construct Corridor and Intersection Improvements and Traffic Calming
  - Strategy 5 – Upgrade Pedestrian Signals
  - Strategy 6 – Enhance Street Lighting
  - Strategy 7 – Modify Behaviors through Enhanced Enforcement and Education
- The PBTSAC helps oversee these goals and advises the County Executive and County Council. DOT hates us (well, me).
## Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee

### Motion Tracking Report

**Status Key**

- DNR—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

### Motion Tracking Report

<table>
<thead>
<tr>
<th>Date of Motion/Action</th>
<th>Motion/Action</th>
<th>Date Transmitted To CE/CC</th>
<th>Date of Response</th>
<th>Status</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>2. January 2011</td>
<td>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.</td>
<td>5/1/14 Provided complete grid</td>
<td>Ongoing</td>
<td>OIP</td>
<td>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. 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.</td>
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<td>3. January 2011</td>
<td>ACTION: Two suggestions were made: 1) expanding the SRIS program incorporating bicycle education; 2) MVAC should conduct some sort of continuing driver education every 10 years.</td>
<td>5/1/14 Provided complete grid</td>
<td>None</td>
<td>OIP</td>
<td>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. 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.</td>
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Failings

• The County has made pretty good progress in reducing pedestrian fatalities and has become more receptive to bicyclists, with pushing from the Council.
  • Recognition that safe pedestrian and bicyclist facilities help mobility, economy and attracting younger families and workers.
• Cried poor ever since 2008 crash. Focus on High Incidence Areas (HIAs)
• Education - Very small pedestrian education at first. Focus on HIAs. PBTSAC and CC have pushed for larger budget ($350k)
  • Need more for county-wide education (crosswalks, school bus laws, )
• Enforcement - removed funding all together for two years until PBTSAC and Council fought back. Spending has been increased by Police Department
Failings

• Zero funding for bicycle safety or traffic safety campaigns.
  • The State mandates that bicycle safety brochures be provided to counties to distribute.
• County has focused more on bussing kids rather than making safe walkways and bicycling facilities.
• Despite a new snow bill being passed, it’s not fully funded. Will have a map of sidewalks for the first time ever.
• DOT sees the PBTSAC and the public as adversaries rather than partners. Leadership are engineers and are motor-vehicle oriented (that is slowly changing).
• The State wants to move traffic through bedroom communities of DC quickly and don’t pay attention to the people that live in them.
• County focuses too much on data rather than what a community wants (simple stop sign.)
• Still way behind in being ADA compliant.
Successes

- Held numerous meetings with disabled community
- Held Walk About in Gaithersburg to highlight mobility issues with seniors and disabled citizens (signals, sidewalks, crosswalks). Recommendations going to CC and CE
- Pushed for updating Bikeways Master Plan
- Pushed for legislation to add 311 stickers at construction sites or blocked sidewalks so people know who to call
- Pushed for safety cameras to be added to school buses. With only 25 cameras there were over 1,500 tickets in one year. All school buses will be outfitted soon.
Successes

• Pushed to reinstate funding for police department to work in conjunction with DOT to enforce traffic safety laws (outreach and stings)
• Passed motion to support Vision Zero in Montgomery County
• Supported the County negotiate with PEPCO to pilot trails through their land to improve connectivity.
• The scary thing is that Montgomery County is way ahead of other counties.
A Walk About

Sponsored by the Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC)
Landscaping obstructing driver’s view of potential pedestrians
Hazardous materials left over from construction.
Hazardous slopes
Inaccessible Walk Buttons
Lack of crosswalks and tactile treatments
Vision Zero

Vision Zero is an international movement to put an end to fatal traffic crashes that relies on data-driven approaches to improve the engineering of roads, to conduct targeted education and enforcement, and to change laws to improve driver behavior and increase penalties for dangerous conduct on the roads. Boston, New York, Los Angeles, and Washington, D.C. are among the communities that have formally adopted Vision Zero in order to reach zero fatalities within the next few decades.
Bikeways Master Plan

Bicycle Master Plan

On July 1, 2015, the Planning Department began working on the Bicycle Master Plan. The plan will focus on developing a high-quality, low-stress bicycle network, bringing bicycle recommendations in line with industry best practices, and consolidating all bicycle recommendations into a single plan for the first time since 1978. An emphasis will be placed on evaluating newer facilities, such as separated bike lanes, buffered bike lanes, and bicycle boulevards, as well as secure bicycle storage facilities.

NEW! Help Identify Existing Off-Road Bicycle Connections

We need your help to identify existing off-road bicycle connections that are not currently reflected on this map. These include connections such as:

- Paths between cul-de-sacs
- Connections between neighborhoods
- Bikeable routes through public spaces
Opportunities for Involvement

• Support update to Bikeways Master Plan

• Help support the development of a Pedestrian Master Plan or Smart Streets Plan.

• Support Vision Zero Resolution passed by County Council.
  • CE has pledged support but DOT really doesn’t support it or really know what it is.

• Tell the County Council and County Executive that safe walking and bicycling is a concern of yours and you want Montgomery County to be a National Role Model – IT’S ALL ABOUT VISON AND CONNECTIVITY.
For County Roads
For any MCDOT service request or complaint, call 311
When dialing outside of the county, call 240-777-0311 or submit via their website.

For State Roads
http://marylandsha.force.com/customercare/request_for_service