

2011

January:

MOTION: Friedman moved that a series of Bicycle Ride-alongs be organized with the County to allow people involved with the issue of transportation and safety to better understand the issues being faced by the County's bicyclists. The bicycle advocates in this community would lead the Ride-alongs; anyone is invited but invitations are directed to professionals and decision-makers involved with transportation programs, with Friedman/PTSAC sending out the invitations and conducting the planning for the events. The motion was seconded and passed unanimously.

March:

MOTION: A motion was made and seconded for the PTSAC to express support for the concept of the BRT system being explored by the Transit Task Force. The motion passed unanimously.

May:

MOTION: Peter Moe moved that a letter be sent to the City of Rockville, congratulating them on taking such an important step as designating and hiring an individual to serve as a Pedestrian and Bicycle Safety Coordinator. Alan Migdall seconded the motion. The letter will be addressed to the Mayor. The motion passed unanimously.

MOTION: Alan Migdall moved that the PTSAC endorse the concept of a sidewalk-pedestrian network assessment, as described in the report, and that actual locations be recommended at the meeting in July. Existing tools and existing databases for these locations (by the State and/or others) will be included in the evaluation. The motion was seconded by Ramin Assa. The motion passed unanimously.

MOTION: Letter from Western Montgomery County Citizens' Association (WMCCAB) - The committee members moved that the items that related to the County's call center and website (item number one and two below) be forwarded to the Public Information Office for resolution. The motion passed unanimously:

There is a lack of accountability in tracking of pedestrian safety concerns. The 311 systems shows great promise but thus far has failed to adequately address incidents because the tracking number terminates once the concerns are passed to departments. The incident number should "pass through" to the concerned department, even if that department ends up being a non-County agency such as the State Highway Administration. This aligns well with the County Executive's emphasis on "A Responsive and Accountable County Government." That would allow citizens to track the disposition of their incident from start to finish.

The Montgomery County Government's web resources for pedestrian safety, found at <http://www.montgomerycountymd.gov/walk>, are well organized, vibrant and direct citizens to appropriate resources. Similar to the first theme above, if a citizen uses these online resources, there is no way to track process or disposition. It refers directly, when appropriate, to the State Highway Administration. There would be no way for the county to track these "outsourced" incidents under the current design even though the issue is in Montgomery County.

ACTION: Mack requested that all Department Heads receive a copy of the WMCAAB letter and that MCDOT report back to the PTSAC at the next meeting on what was done in response to these issues.

MOTION: Jack Strausman moved that the PTSAC support Bill 12-11, prohibiting a County employee from standing in a roadway, median divider, or intersection to solicit money or donations of any kind from the occupant of a vehicle during official work hours. Alyce Ortuzar seconded the motion. The motion passed with 10 years, two abstentions, and one opposed based on procedural grounds.

July:

ACTION: Everyone agreed that the City of Rockville would submit their ideas and issues for improving pedestrian safety and the crossing signals on Rockville Pike to Fred Lees for the MCDOT Traffic Engineering and Operations Division to address. Holmes emphasized the need to address these issues at the staff level first, and then elevate them if the issues cannot be resolved; the PTSAC is not going to be able to solve all the problems – staff needs to address these issues.

MOTION: Motion was made and seconded to reschedule the next PTSAC meeting to September 8, 2011, due to the conflict with the Labor Day Holiday. The motion passed unanimously.

September:

MOTION: A motion was moved and seconded to select East Bethesda and Montgomery Hills as the two neighborhoods to conduct a pilot study to assess pedestrian networks and identify needed improvements. The motion passed unanimously.

ACTION: MCDOT to evaluate the recommendation for a pilot study within its 2013 budget request process.

November:

ACTION: MCDOT to evaluate the recommendation for a pilot study of pedestrian networks (sidewalks and crossings) within its 2013 budget request process.

ACTION: Arthur Holmes, Jr. – MCDOT Director -- asked Rick Earp to inspect Grove Street for future sidewalk.

2012

January:

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. The motion passed with 10 in favor, 3 opposed, and 1 abstention.

MOTION: Steve Friedman made a motion to acknowledge and thank the County Council for making changes to the structure of the committee.

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.

ACTION: Request to get the school system's input when locating bike lanes near a school. Angel Garcia-Ablanque expressed concern about Tilden Holding School and Tilden Lane.

March:

MOTION: A motion was made by Steve Freidman and seconded that the PBTSAC support of House Bill 946 - Bicycles, Play Vehicles, and Unicycles – Riding on Sidewalks - be sent via a letter to Intergovernmental Relations.

The motion was approved; Peter Moe abstained. Steve Freidman will draft the letter.

May:

MOTION: A motion was moved and seconded to appoint Steve Friedman as PBTSACs representative on bicycle issues at the MCBAG meetings; approved unanimously.

November:

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.

2013

March:

ACTION: Dunckel will distribute the minutes of the January meeting to the participants at that meeting, both PBTSAC members and guests, and request suggestions for action items for the PBTSAC to consider. Friedman will coordinate the responses for discussion at the May meeting. Mitchell suggested that participants look for specific examples where the Master Plan is not being adhered to as a method to increase bike infrastructure.

ACTION: Mitchell requested that the State study the Colesville Road and Spring Street intersection for the possibility of adding crossing facilities (signal head and striped crosswalk) to the north leg of the intersection. Mitchell requested that the marked, unsignalized crosswalk across Colesville just east of the intersection leading to the library be re-evaluated due to safety concerns (multiple threat location, high speeds, etc.)

ACTION: David Sharp would check with the disabilities community to see if there was any advantage to either ladder style crosswalks or parallel lined crosswalks.

ACTION: Alan Migdall and Anyesha Mookherjee will meet at the Clopper Road HIB to review the operation for possible improvements that could be made and report back to the PBTSAC.

May:

MOTION: To send a letter of appreciation to Bill Selby for providing the refreshments for the meeting. Motion was approved, and Erwin Mack will be preparing the letter.

MOTION: The committee will write a letter welcoming Pat Shepherd as the new Bicycle Capital Projects Manager. The motion was approved.

MOTION: The committee moved that the following list be incorporated into the meeting packet for the July meeting to assist the committee in discussing the items with MCDOT staff at that meeting:

1. Develop, implement and conduct an educational campaign targeted to all road users which would occur in the area of Montgomery County where Bike Share stations are to be installed. The campaign would begin just prior to the start of Bike Share. Specific details of the campaign are to be worked out with MCDOT.
2. Encourage/request that MCP bike police ride more on the streets.

3. Identify and act upon bike infrastructure that will be utilized by Bike Share users. Such locations may include, but are not limited to, Jones Bridge Road, Woodmont Ave., and Battery Lane. A full slate of locations and specific recommendations need to be worked out with MCDOT.
4. Adherence to the Master Plan where any new construction, redevelopment or road work requires consideration of an implementation of biking infrastructure.
5. Repeat bike ride-along to include DC facilities.

September:

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

Steve Friedman summarized the motion; it was unanimously approved.

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

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

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

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.

Colleen Mitchell presented the motion; it was approved unanimously.

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

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

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. Colleen Mitchell summarized the motion; it was unanimously approved.

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. Colleen Mitchell summarized the motion; it was unanimously approved.

November:

ACTION: Steve Friedman requested information on the membership numbers for Montgomery County Bikeshare.

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. The motion was unanimously approved with the amendment.

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. The Motion was unanimously approved.

H:\CommOutreach\Pedestrian Safety\PBTSAC\Agendas-Minutes\Motions Transmitted\PBTSAC Motions_2011-2013.docx