

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



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**

5/2/16

Status Key

ONR—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

Date of Motion/Action	Motion/Action	Date Transmitted To CE/CC	Date of Response	Status	Comments Next Steps
2. 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	Ongoing	OIP	<p>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.</p> <p>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.</p> <p>MONITOR PROGRESS</p>
3. 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	OIP	<p>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.</p> <p>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.</p>

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 busses. With only 25 cameras there were over 1,500 tickets in one year. All school busses 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)

**Walk way into
traffic**





Landscaping
obstructing driver's
view of potential
pedestrians



Hazardous materials left over from construction.





Actual
pathway



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

MontgomeryPlanning.org

TRANSPORTATION A A A PRINT | TRANSLATE

THE BICYCLE MASTER PLAN

» Back to: » [Planning home](#) » [Transportation home](#) » Bicycle 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

QuickLinks

- Master Plan of Bikeways
- Corridor Cities Transitway
- Purple Line
- Intercounty Connector
- Countywide Bikeways Functional Master Plan
- Master Plan of Highways

Sign-up for our [newsletter](#):

Follow us on Twitter

Opportunities for Involvement

- Support update to Bikeways Master Plan
 - http://www.montgomeryplanning.org/transportation/bikeways/bicycle_master_plan.shtm
- 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 VISION AND CONNECTIVITY.

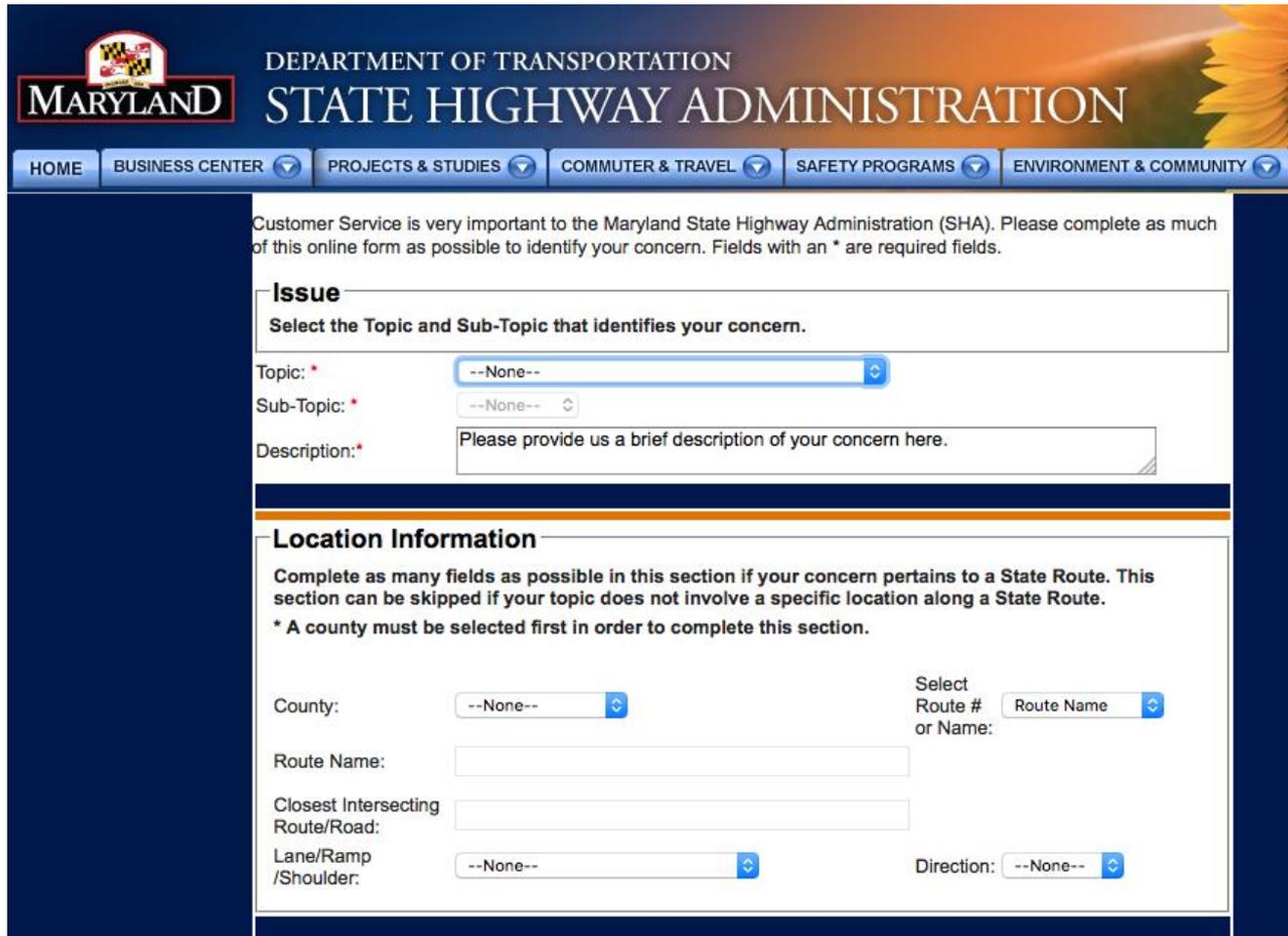
For County Roads

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



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HOME BUSINESS CENTER PROJECTS & STUDIES COMMUTER & TRAVEL SAFETY PROGRAMS ENVIRONMENT & COMMUNITY

Customer Service is very important to the Maryland State Highway Administration (SHA). Please complete as much of this online form as possible to identify your concern. Fields with an * are required fields.

Issue
Select the Topic and Sub-Topic that identifies your concern.

Topic: * --None--
Sub-Topic: * --None--
Description: * Please provide us a brief description of your concern here.

Location Information
Complete as many fields as possible in this section if your concern pertains to a State Route. This section can be skipped if your topic does not involve a specific location along a State Route.
* A county must be selected first in order to complete this section.

County: --None--
Route Name:
Closest Intersecting Route/Road:
Lane/Ramp /Shoulder: --None--
Select Route # or Name: Route Name
Direction: --None--