

Response to Comments on Program Recommendations

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Dewey	3	Bicycle Parking Program: I feel this program needs an enforcement component of existing bike parking policy (page 6). We should add something like “ This program will enforce proper placement of bike parking and number of racks based on standard ratios of total visitors/dwelling units/students/etc in the Bicycle Master Plan.” or perhaps this fits more accurately in Policies on page 8.	<p>I agree with regards to County installed bike racks and can add something to "Bicycle Parking Program" on page 3.</p> <p>In regards to bike parking provided through development, the Department of Permitting Services currently has this responsibility.</p>
Dewey	3	Also add “This program also coordinates bike valet parking for special events in the county.” Or this could be added to page 6 on the Outreach program.	Good point. We will make this change.
Daisey	4	Some debris clearance could be completed by volunteers.	There is disagreement on the advisory group as to whether this is a function of government or whether volunteers should be used. I think use of volunteers on a limited basis would help to build a bicycling community, but it should be expected that government will take on the vast majority of bikeway maintenance. An adopt of bikeway program could be part of this effort.
Turton	4	Debris clearance should largely be the function of government.	There is disagreement on the advisory group as to whether this is a function of government or whether volunteers should be used. I think use of volunteers on a limited basis would help to build a bicycling community, but it should be expected that government will take on the vast majority of bikeway maintenance. An adopt of bikeway program could be part of this effort.

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Shapiro	4	Adopt a bike path program similar to adopt a road for debts removal.	There is disagreement on the advisory group as to whether this is a function of government or whether volunteers should be used. I think use of volunteers on a limited basis would help to build a bicycling community, but it should be expected that government will take on the vast majority of bikeway maintenance. An adopt of bikeway program could be part of this effort.
Hoye	4	The bikeway debris clearance program should be tied to sidewalk, as many people bicycle on sidewalks.	Agreed.
Hoye	4	The bikeway debris clearance program should be tied to the Renew Montgomery program and repaving programs to clear foliage per design standards.	We need to look into the Renew Montgomery program more. Repaving is certainly a point in time when foliage should be cleared, but it should occur regularly.
?	4	The County police should be included as a supporting agency for the Public School Bicycle Education program.	Okay.
Shapiro	4	Program for seniors to educate students on proper bicycling.	We will consider adding the use of volunteers to the "Public School Bicycle Education" program.
Dewey	4	Bikeway Debris Clearance & <u>Vegetative Maintenance</u> Establishes a program for removing debris from bikeways <u>and trimming or removing overgrowth of vegetation affecting facility quality.</u>	We will add the underlined language.
Dewey	5	More free data analysis is needed than a biennial report. For example, a dashboard should be set up to provide the public with bike counts.	We will add this recommendation to the "Establish a Bicycle Count Program" program on page 6 and include the Department of Parks as a lead agency, since they are collecting count data. We will also include a policy recommendation to make crash data publicly available.

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Shapiro	5	The Vision Zero Rapid Response Task Force is not an enforcement program.	Correct, we will shift this to the "engineering" section.
Dewey	5	Justification: Many adults are deterred from bicycling because they did not learn how to ride a bicycle as a child <u>or have not been educated in bicycle safety.</u>	We will add the underlined language.
Dewey	5	Vision Zero Rapid Response Task Force Change the wording to default to taking action not deciding whether or not to take action. I.e. Creates a rapid response task force that convenes after a bicycling fatality or serious injury occurs to analyze the crash and determine action needed to address the cause(s) of the crash. The outcomes will be	Let's discuss. There may be some instances where the bicyclists is completely at fault.
Dewey	5	Add "The Task Force will also maintain a database on accidents involving bicyclists that result in serious injury or death as well as the action or outcome(s) of the crash."	Is this intending that crash data be made publicly available? If so, we will add a new policy addressing this issue.
Dewey	5	Evaluation: Prepare a Bicycle Master Plan Monitoring Report Should be changed to "Bicycle Master Plan Monitoring" Description: This program monitors the progress toward advancing the Bicycle Master Plan's goals and objectives. The program tracks simple data points to produce a bi-monthly (every other month) monitoring report. These reports will be compiled into a larger more robust biennial report to the County Council.	I think this comment is getting at the need to do two things: 1) monitor implementation of the bike plan's goals and objectives, and 2) report on data points such as crash data and bikeway project implementation. I believe they should remain separate. Evaluating the objectives of the plan is a considerable amount of work and would require a full time staff member for the Planning Department. I do not think this would be worth the effort. Data reporting on crashes and bikeway implementation by the Montgomery County Police Department and MCDOT would likely be more feasible.

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Cook	6	<p>BikeMontgomery Outreach Program: consider ensuring there is a program that supports general outreach to the community to ensure the plan is fully embraced and supported, this might include presentation to civic groups, business groups, etc. Also, I'd suggest changing the language from "strong bicycling community" (which I think could sound exclusionary) to a community that strongly supports bicycling.</p> <p>Description: Encourages more people to bicycle in Montgomery County through outreach and community building. Among other things, the program will organize a Bicycle Ambassador program, maintain an online bicycling forum, conduct bicycling events such as bike rodeos and thematic bike rides and conduct tours of new bicycle infrastructure.</p> <p>Justification: Programs such as the DC Bike Ambassador program and the BikeArlington have helped to expand the amount of bicycling in the County by creating a strong bicycling community.</p> <p>Lead Agency: Montgomery County Department of Transportation</p>	<p>While I agree this needs to be done, this is already a part of our process. I do not think an additional program is needed.</p> <p>We can make the change to "a community that strongly supports bicycling."</p>
Shapiro		The programs will be costly and need to be prioritized.	Agreed. This will be completed at a later date as part of the "prioritization" section of the bike plan.
Shapiro		Combine new programs with existing programs where possible. For example combined the "Expanded Safe Routes to School Program" with the existing program and combine the Debris Clearance program with an existing roadway debris clearance program.	Good idea. We will look into this in greater detail.

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Shapiro		There are existing bikeway programs that are implementing bikeways in the County that are supported by the County capital improvement program or Maryland SHA. These should take on the role of providing better low stress connectivity and be pointed out in the document.	Good point. This will be added.
?		Include a recommendation for a bike safety park like the one that was recently constructed in Alexandria.	This is a good recommendation. It could either be included as a recommended program or as a facility recommendation.
Shapiro		An enforcement program is needed. Should focus enforcement on walking, bicycling and driving at hotspot locations.	Okay, we will add this.
Hoye		Look at the Portland police training enforcement programs. This program teaches officers to prioritize enforcement of certain behaviors.	Okay.
Shapiro		Consolidate programs so that fewer people are needed to champion programs and suggest how responsibilities could be allocated to existing staff	Okay.
Shapiro		Include true enforcement program for bicycles and motorists. Enforcement included in document is a safety audit.	Okay.
Shapiro		Explicitly assign responsibility for implementing missing links in network.	With the document reorganization this will become more apparent. It will primarily be through three existing programs: Annual Bikeway Program, Bicycle Pedestrian Priority Areas Program, and Facility Planning.