

## Issues of the Disabilities Community - Action items proposed for Sep 12, 2013 PBTSAC meeting:

### Action item addressing concerns raised by disabled community regarding need for improved safety at street crossings:

#### MOTION 1

**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 roadways 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.

### Action item addressing concerns raised by disabled community regarding need for improved safety by the use of speed cameras:

#### MOTION 2

**Voted**, that the PBTSAC recommend to the County Executive the specific placement of **speed cameras** to take pedestrian activity and crossings into 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.

### Action item addressing concerns raised by disabled community regarding need for improved safety by the development of a Pedestrian Master Plan:

#### MOTION 3

**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.