

Drivers must prioritize the rights of pedestrians and be aware of their presence regardless of the safety provisions provided, though provisions for protecting those walking and wheeling are vital. Pedestrians can be characterized as multimodal traffic and when they are prioritized it promotes joy, relaxation, and community connection for those lining the streets, while increasing commerce in urban business districts. An example of this is the primarily Latino community in Langley Park where ethnic small businesses enhance the cultural experience of the community and provide ownership possibilities and employment for locals. A major problem is pedestrian access to these businesses that include restaurants, grocery stores, and shopping outlets which require crossing University BLVD. University Blvd. and Georgia Ave. both of which are six-lane high-speed boulevards that run the gamut of Wheaton, Silver Spring, and Langley Park in Montgomery County, encompassing urban districts laden with foot traffic. Raising and coloring crosswalks, reducing crossing distances at intersections, refuge islands, HALK signals, sensory based crossing signals, along with reducing speed limits are provisions in the Capital Improvement Plan that will benefit pedestrians. However, highway overpasses are needed both in Langley Park and Silver Spring on University Blvd. and Georgia Ave, major roads experiencing extreme traffic tending to move swiftly at times regardless of posted speed limits.

Safety provisions for pedestrians are not enough when drivers don't obey them. An example of this is on East West Hwy at the NOAA complex. To cross to the shopping center, which is not located at an intersection, but has a visible crosswalk, pedestrians are forced to run for their lives as cars race through, ignoring the crosswalk and those crossing. Law enforcement needs to be more vigilant at enforcing these motor vehicle violations.

Instead of concentrating on ticketing jaywalkers who are primarily Black, Hispanic, and youth carrying out life functions, police must protect pedestrians and not lose focus on ticketing drivers committing traffic violations. Walking can be considered a method of transit and thereby regulating its safety should be on course with those driving motor vehicles. Providing wider sidewalks and sometimes trees that provide buffer zones protecting pedestrians and those disabled in wheelchairs from collisions with cars and trucks, and vans on both major boulevards and residential roads is a worthy plan notarized in the Montgomery County Pedestrian Plan. It must be noted that larger SUV's, vans, and trucks lack visibility for pedestrians, making collisions with them more likely to occur than with smaller vehicles. Increased insurance rates and warnings at times of purchase may discourage buying these larger vehicles that endanger pedestrians when size is not a required element. Don't forget the environmental cost of these gas-guzzling monstrosities and the extraneous fuel costs. The overriding goal is promoting equity for all which means not denying the right of pedestrians to roam freely in urban, suburban, and rural locals. Walking is a major method of transit and without protections that must be enforced by law enforcement and the aligning infrastructure, businesses could not thrive, and economic security would not exist.