

PBTSAC Recommendations Related to Pedestrians with Mobility Issues

1. **Montgomery County Pedestrian Master Plan:** Montgomery County should 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 plan should be developed by The Planning Department in cooperation with the Department of Transportation and community groups.
2. **Crosswalk Striping and Crossing Treatment Policy:** Increase funding for crosswalk and striping treatment. Ensure that crosswalk striping policy and crossing treatment policies meet 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:
 - a. 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
 - b. Develop maintenance goals to ensure crossing surface is smooth and without obstruction and markings remain in good repair.
 - c. 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.
 - d. At uncontrolled crossings of multiple lane roads with high traffic volumes and speeds over 40mph, marked crosswalks alone are inadequate for pedestrian safety.
Hazard Indication Beacons (HIBs) or half signals and advance warning signs should be implemented.
3. **Pedestrian Criteria in Speed Camera Placement:** 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. More funding should be provided to expand speed cameras throughout the County.
4. **Purple Line Project - No Additional Lane Capacity Be Provided:** With the development of the

Purple Line there should be no additional lane capacity be provided for motor vehicles, including no additional turn lanes in central business districts, locations with other high capacity transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators. Instead, right of way should be dedicated to bicycle facilities, promenades with wide planting strips and street trees to promote pedestrian and bicycle safety.

5. **Purple Line Project - Specifications for Pedestrian Crossings:** Pedestrian crossings should include raised pedestrian refuge islands (that cross over the striped crosswalk), tight turning radii, and planting strips with street trees 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,
6. **Construction Signage – Pedestrian Safety Concerns:** Continue to ensure funding and quick implementation of Bill 3-15 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. The County should work with the State to follow the same procedures. An education campaign should be promoted to the senior and disabled communities to encourage them to use the 311 system to report issues.
7. **Full funding for Bill 21-14 for snow removal plan: Continue to implement and fully fund elements of Bill 21-14 which include:** 1) conducting an inventory of sidewalks and ownership, 2) getting the inventory map digitized and posted to the County web site so people could go online and click an area where a sidewalk needed to be cleared, and 3) identifying funds to clear sidewalks.
8. **Expanded Funding for County-Wide Enforcement and Education:** Support a comprehensive pedestrian safety education and enforcement approach, which includes fully restoring funding for traffic safety law enforcement and the expansion of county-wide education and enforcement programs, especially around schools, shopping centers and high pedestrian areas where seniors and people with disabilities frequent.
9. **Expand Engineering Funding to Ensure Signal Timing is Upgraded and Compliant with ADA standards:** The current signal timing project, which began in 2009, is approximately 50% complete and is much too slow to keep up with growing population and pedestrian traffic around major shopping centers and other pedestrian thoroughfares. Out of 850 signals, roughly 60-70 are retimed each year. As of November 2013, about 400 signals have been retimed.
10. **Encourage New Efforts to Take Ongoing Input From Communities with Mobility Issues Related to Traffic Safety.** As part of this effort the PBTSAC commits to promote outreach and dialogue with this communities and seek a diversity of opinions on the Committee. The Committee also recommends that the County Council hold a special hearing in coordination with the PBTSAC to hear from citizens in the senior and disabilities communities in order to see how their concerns can be better addressed.
11. **Elimination of Barriers in Sidewalks: Work with PEPCO and WSSC: Work with PEPCO and WSSC** to move utility poles and guide wires away from pedestrian right of way; set the example for other communities with same problems.