Improving Wayfinding and Safety for People with a Vision Disability

Toolbox and Fenton/Ellsworth Concept

Montgomery County Department of Transportation
Toole Design Group
Metropolitan Washington Council of Governments
Project Status Update
Project Status Update

• Scope
  • Concept design for Fenton
  • Toolbox for making streets safe and accessible for people with disabilities

• Timeline
  • November 2020 to June 2021

• Engagement
  • January 11 stakeholder meeting
  • Survey of safety concerns and navigational challenges—countywide
  • Survey of safety concerns and navigational challenges—Fenton Street
  • Stakeholder interviews
  • County and stakeholder review

• Fenton Street Community Meeting – June 22, 2021
What’s in the toolbox?
Introduction

• People with vision disabilities
• Overview of approaches and lessons from other communities and countries
• Principles of accessible design for people with vision disabilities
Process Tools

• Engaging people with vision disabilities
• Pre-construction accessibility audit
• Post-construction education and outreach
• Regular training on accessible planning and design
• Accessible design testing and training facility
Design Tools

• Tactile cues (directional curb ramps, detectable warning surface, detectable guidance surface, tactile delineators)
• Visual cues (high-visibility crosswalks, lighting)
• Audible cues (accessible pedestrian signals)
• Signage
• Mobile technologies
Designs

• Pedestrian access routes (sidewalks, shared spaces, flush streets)
• Crosswalks (intersection, midblock)
• Bus stops (floating bus stops)
Appendices

• Summary of key national level guidance documents
• Design examples
• Guidance for temporary changes
• Engagement best practices
• Meeting materials and transcript
• Survey results
Fenton/Ellsworth concept
Key issues Identified by Stakeholders

• Difficulty finding APS pushbuttons
• Difficulty maintaining the correct heading in crosswalk
• Concerns about floating bus stops
  • Determining when it is safe to cross and concerns about bicyclist yielding
  • Finding the floating bus stop and determining what buses it serves
Issue: Difficulty finding APS pushbuttons

How addressed?

• Detectable guidance strips and raised curbs coordinated with APS locations
• Curbed areas at corner locations to discourage buskers near APS
• Designated location for buskers away from intersection
Guidance Strips

Detectable Warning Surface

Detectable Guidance Surface
Guidance Strips

Montgomery County

Japan
Issue: Difficulty of maintaining the correct heading in the crosswalk

How addressed?

- Shorter crossings
- Directional curb ramps with raised curbs aligned with crosswalk
- High-visibility ladder-style crosswalk markings
- Tactile delineator strips on either side of the crosswalk
Directional Curb Ramps
**Ladder-Style High-Visibility Crosswalks**

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Crosswalk Delineator Strips

Seattle, WA
Issue: Determining when it is safe to cross and concerns about bicyclist yielding

How addressed?

- Bus stop integrated with signalized crosswalk
- Bicycle traffic calming measures
- Bicyclist education and enforcement campaign
Issue: Finding the floating bus stop and determining what buses it serves

How addressed?

- Guidance strips direct pedestrians to floating bus stop crossing
- Speech message announcing presence of floating bus stop integrated into APS
- Distinctive bus stop signage with tactile panels
Next Steps and Q & A
Next Steps

• Incorporate feedback on Fenton/Ellsworth
• Send toolbox for stakeholder review
• Present at June 9 Commission on People with Disabilities meeting
• Deliver updated concept and toolbox based on stakeholder and County comments
Question & Answer

Contact

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