Improving Wayfinding and Safety for People with a Vision Disability

Toolbox and Fenton/Ellsworth Concept

Montgomery County Department of Transportation
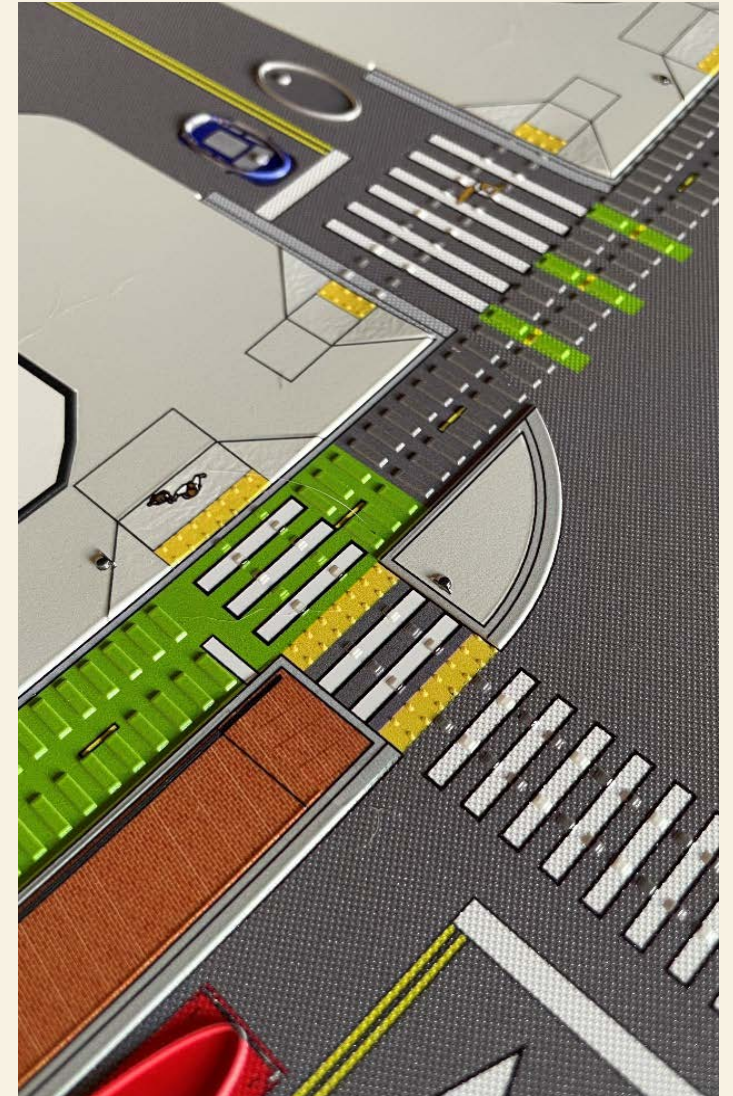
Toole Design Group

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
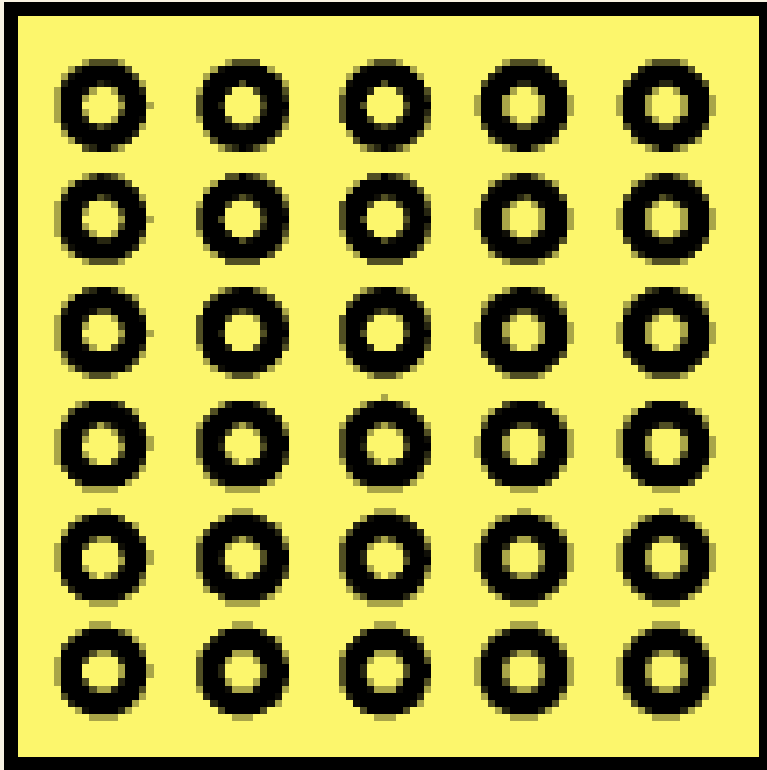
Issue: Difficulty finding APS pushbuttons
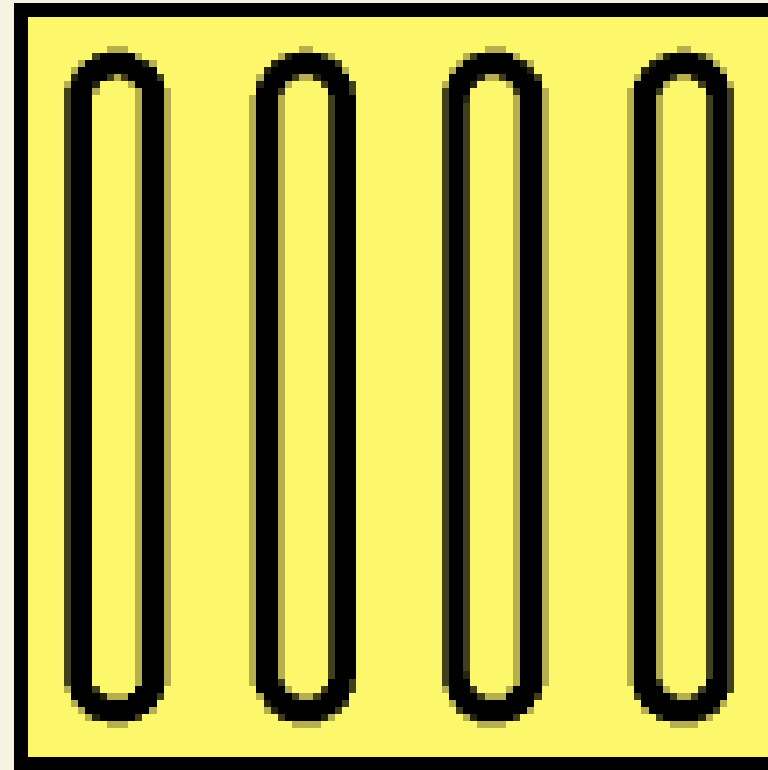
How addressed?

- 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
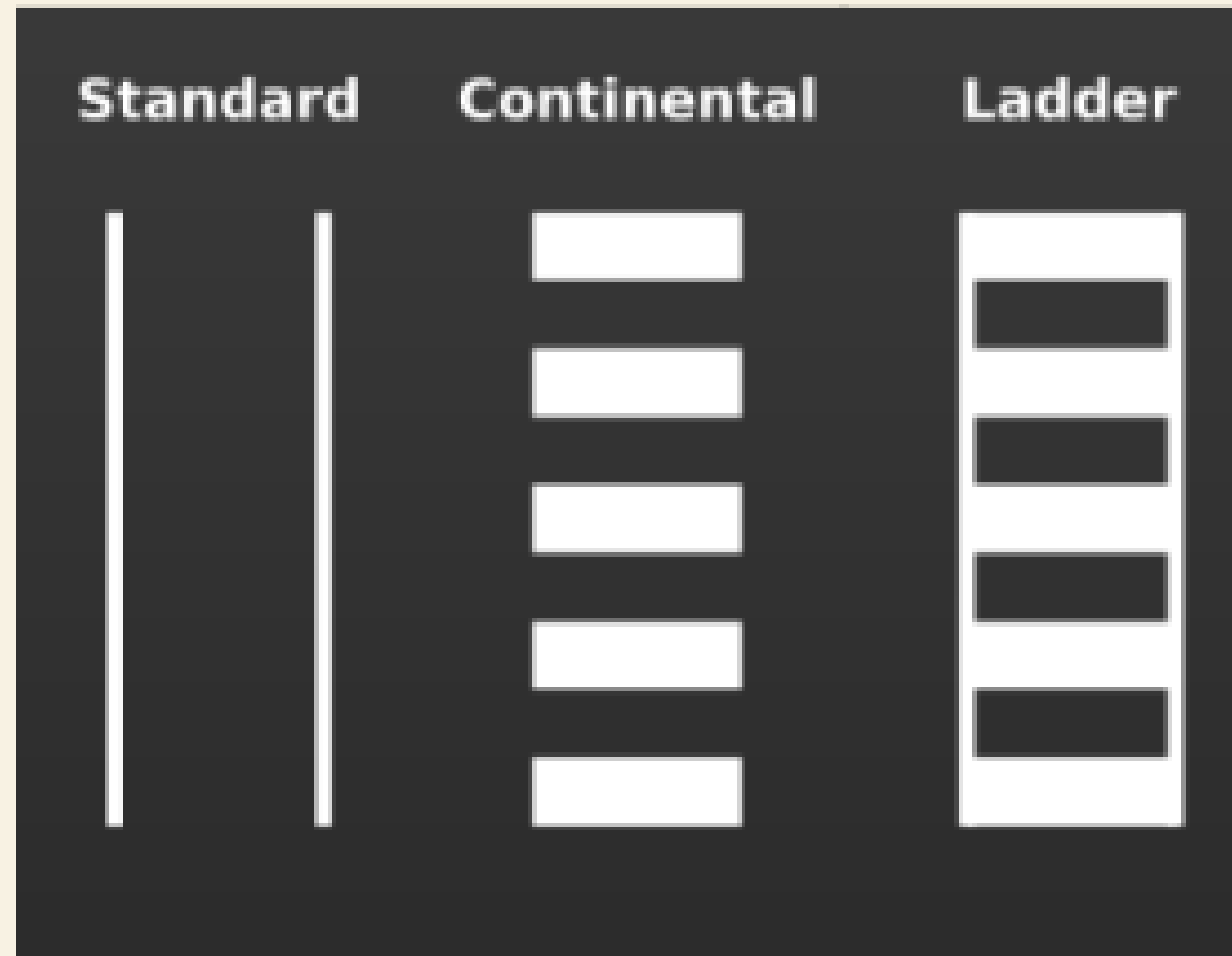
How addressed?

- 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

Crosswalk Delineator Strips

Seattle, WA

Issue: Determining when it is safe to cross and concerns about bicyclist yielding
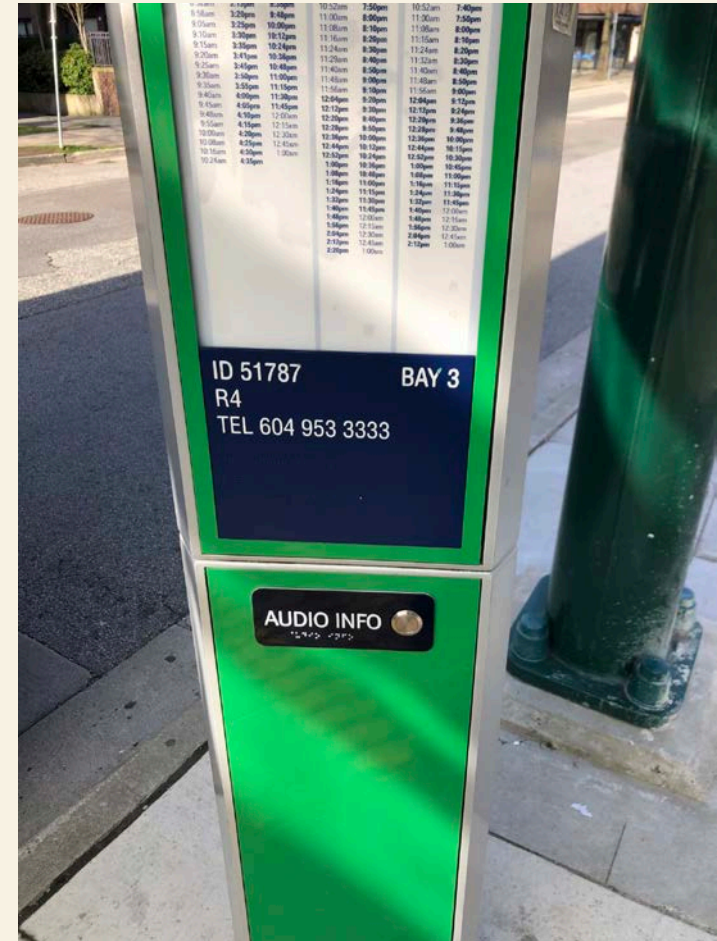
How addressed?

- 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

Project Manager
Montgomery County Department of Transportation
Matt Johnson
Matt.Johnson@MontgomeryCountyMD.gov

Thank You!