

Pedestrian Safety and Protected Bike Lanes
Commission on People with Disabilities Compiled Information
August 13, 2020

The purpose of this document is to reflect information compiled about planning and design of protected bike lanes and floating bus stops. There is much information online, far too many cities, counties and countries to list that either have them in place or have them in design or planning stages. Two things may be particularly important: One, there's a hearing that began this past Monday in Victoria, Canada, to protest the floating bus stops there, brought by the Canadian Federation of the Blind, see below and attached article. Second, it would be good to start participating in some of the many groups and activities held by the Planning and the Transportation Departments that are open to the public. By its nature, a lot of this is visual information, so websites and reports are full of illustrations, maps, and diagrams, and lack accessibility. Again, this is just a selected list.

Victoria, British Columbia, Canada: A hearing started this past Monday, 8/10/20, at the Human Rights Tribunal in Victoria, British Columbia, and is scheduled to continue for the next two weeks. The Canadian Federation of the Blind claims that floating bus stops installed by the City of Victoria discriminated against bus riders who are blind. Only witnesses and media are allowed in so the best way to follow it is to hope for articles like the one attached, or look on the CFB website (they have [a video](#)). A decision is expected in about a month. Some background: [VicNews.com May 27, 2018](#): At a City Council meeting "Director of engineering and public works, Fraser Work, was candid in his response. "If I could go back in time, I would want to re-frame at a staff level that this is about safety," he said. "A lot of questions come up about 'why not simply add more painted lanes' that have such a lower cost ... that's not what this is about. From a staff level I'm most interested in the safety for all cyclists that move in and out of traffic." [July 7, 2018 Blind community says bike lanes put their lives at risk](#): Demonstration of bike lane dangers by people who are blind to Victoria's Manager of Transportation and Infrastructure Design: "Dellebuur realized there was a problem after seeing the demonstration. "We came to the conclusion that we need to put some additional markings, which we've incorporated in Fort Street at mid-block crosswalks," he said. "It's just some additional information for cyclists that there is a legal requirement to stop." Article on Dec. 10, 2018: "[City of Victoria responds to blind community's B.C. Human Rights Tribunal case: The Canadian Federation of the Blind says bike lanes can be dangerous.](#)"

San Francisco:

1. "[Getting to the Curb: A Guide to Building Protected Bike Lanes That Work for Pedestrians](#)." 2018. Describes the problems with protected bike lanes and makes recommendations, written for the City by a group that included people with disabilities.
2. [Guidelines for Accessible Building Blocks for Bicycle Facilities](#), 2014?, from the Mayor's Office on Disability, the Municipal Transportation

agency and participation from community groups and stakeholders. "... these guidelines address accessibility for seniors and people with disabilities along streets with separated bicycle facilities. The guidelines are part of the City's effort to make the public realm accessible to and usable by individuals with disabilities." From page 10: "Raised islands/transit platforms must always have at least one curb ramp leading to a crosswalk or an at-grade accessible connection to the sidewalk....Bikeway designers should use the SFMTA's Accessible Pedestrian Signals (APS) Safety and Access Tool to conduct an evaluation to determine the appropriateness of APS whenever they make traffic signal modifications such as adding pedestrian countdown signals, bicycle signals, or separate turn phases."

Montgomery County, MD

Commission on People with Disabilities, see [the attached letter](#) from Chair Seth Morgan, on July 1, 2020 to County Executive Elrich, Council President Sidney Katz, Council Vice-President Thomas Hucker, and Wade Holland, Vision Zero Coordinator.

[Vision Zero](#): Goal is to eliminate severe and fatal collisions in Montgomery County. Kickoff was June 18, 2020. Currently in Phase I, fact finding through August, then Phase II is September - January 2021: three workgroups develop objectives, strategies, action items and performance measures. For more information, download the [Action Plan](#). Wade Holland is the Vision Zero Coordinator.

[Department of Transportation](#) information and initiatives, some or all have been reviewed and approved by the Planning Department:

1. [Bicycle Action Group](#): MCBAG is a citizen's bicycle advisory group sponsored by MCDOT comprised of representatives from the cycling community whose purpose is to meet, discuss and recommend ways to enhance, improve and promote safe bicycle access in Montgomery County.
2. [Bicycle and Pedestrian Priority Areas \(BiPPA\)](#). "Bicycle and Pedestrian Priority Areas are defined geographical areas in Montgomery County, where the enhancement of pedestrian and bicyclist traffic and safety is a priority. The objective of the BiPPA program is to improve safe bicyclist and pedestrian access to support cohesive neighborhoods and vibrant communities. Thirty BiPPAs have been identified in the county."
3. [Bikeways](#): Includes a list of Capital Budget & Capital Improvements Program Projects that include bikeways, followed by information about

the Bikeways Project, including a glossary, bike rack installations, and FAQ.

4. [Complete Streets Design Guide](#). Draft. Developed by MC DOT and the Planning Department. The guidelines will be used by agencies, planners, and contractors to develop "safe, accessible and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists." From Sept-October it is scheduled for Planning Board Worksessions, and in January 2021 to Council Worksessions.
5. "[Look out for each other](#):" Webpage with descriptions, illustrations, tips for drivers and cyclists, and videos about the protected bike lanes in Silver Spring.
6. [Pedestrian, Bicycle and Traffic Safety Committee \(PBTSAAC\)](#) is a group of citizens, elected officials, and government representatives focused on pedestrian and bicycle safety issues in Montgomery County. They meet on the fourth Thursday of the month using Microsoft Teams.
7. [Pedestrian Safety Initiative](#), begun in 2007.
8. [Safe Routes to Schools](#): "is a nationwide program that aims to significantly improve safety for students who walk and bike to school."
9. [Shared Streets Program](#), a response to increased need during COVID for space for restaurants and other businesses, and for walking, biking, etc. The website lists locations of outside seating and curbside retail, and permits, and FAQ.
10. [Visually Impaired Urban Navigation Study and Pilot Design](#): funding provided by the Transportation Planning Board of the Council of Governments. The project will make recommendations on which technologies and design standards should be applied to support safe navigation by blind and low vision pedestrians to and from transit in dense urban areas of Montgomery County.

[Montgomery County Planning Board](#) (part of the [Maryland-National Capital Park and Planning Commission](#)): Trish Gallalee, Pat Sheehan and Charlie Crawford testified at a hearing on the Complete Streets draft document on July 23. "Among the Planning Board's responsibilities: preparing master plans that provide a 15- to 20-year vision for change for County Council consideration and approval, reviewing and considering approval of preliminary plans, site plans and other development applications, advising the Council on changes to the Zoning Ordinance, reviewing and making recommendations to the County Hearing Examiner on applications for zoning map amendments, making recommendations to the Board of Appeals on applications for special exceptions and variances, advising local, state and federal agencies on their construction projects in Montgomery County."

[Montgomery County Planning Dept.](#) (part of the [Maryland-National Capital Park and Planning Commission](#)), See their [Master Plan Process](#), which includes the types of plans.

1. [List of Master Plans in the County](#) There are over 70 neighborhood plans, some completed and others in process. ("Each community within Montgomery County has a master plan that creates a comprehensive view of land use trends and future development. Plans recommend land uses, zoning, transportation, schools, parks, libraries, and fire and police stations as well as address housing, historic preservation, pedestrian and trail systems and environmental issues. Planners create new master plans every 15 or 20 years.")
2. [Bicycle Master Plan](#), approved in 2018.
3. [Pedestrian Master Plan](#): An action item in the County's Vision Zero Plan. First public meeting was in February 2020. The Commission is represented by Day Al-Mohamed.
4. [Thrive Montgomery 2050](#). "Through Thrive Montgomery 2050, we'll identify and examine the changes occurring, consider what we want for tomorrow, then develop a shared vision that allows us to keep what we love about Montgomery County while taking the actions needed to thrive over the next 30+ years."

[Montgomery County Council's Planning, Housing and Economic Development \(PHED\) Committee](#): "is the final authority on land use matters. The Council's powers include approval of area master plans, functional master plans (such as the master plan for bikeways and the master plan for historic preservation), and decisions about zoning on individual parcels. The Planning, Housing and Economic Development (PHED) Committee makes recommendations on all of these issues to the Council. Chair: Riemer. Members: Friedson and Jawando. The Montgomery County Planning Board, composed of five residents appointed by the Council and the Council's principal adviser on land use and zoning issues and makes recommendations on new or amended Master Plans to the Council. The Council has delegated some of its land use authority for detailed development to the Planning Board.

[Council of Governments](#) (COG) and its [Transportation Planning Board](#): The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. Working with local, state, regional, and federal partners, the TPB coordinates future plans, provides data and analysis to decision makers, and coordinates regional programs to advance safety, land-use coordination, and more. The TPB is housed at and staffed by the Metropolitan Washington Council of Governments (COG). [PowerPoint](#) on their 2020 grants, including the Visually Impaired Urban Navigation Study and Pilot Design.

Bicyclists viewpoints There are many, many bicyclists' associations here and internationally, but here are two articles:

1. Washington Area Bicyclist Association: [More Detail on Silver Spring's Second and Wayne Avenue Bike Lanes](#), Dec. 20, 2016.
2. People for Bikes article, January 26, 2018: "[Floating Bus Stops Made of Plastic Panels Hit the Streets in Oakland.](#)"

Federal, State, Nonprofits:

1. [Access Board](#): Their [Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way \(PROWAG\)](#) is used for design guidance although they haven't yet been approved. A Public Right of Way expert is Scott Windley, 202-272-0025.
2. US DOT Federal Transit Administration: [Manual on Pedestrian and Bicycle Connections to Transit](#). 2017.
3. Maryland Department of Transportation and State Highway Administration:
 1. List of [Projects and Studies](#), mostly state roads, but may also affect neighborhoods.
 2. [Accessibility Guidelines for Pedestrian Facilities along State Highways](#), 2010. "The State Highway Administration (SHA) shall make the accommodation of persons with disabilities a routine and integral element of its planning, design, construction, operations and maintenance activities for all projects as outlined herein." This guide applies Access Board, ADA and Maryland Manual on Uniform Traffic Control Devices guidelines to form SHA best practice.
 3. [Context-Driven Access and Mobility for All Users 1.0](#), Draft, 2019. Much like the County's Complete Streets document, this provides a context-driven approach to designing roadways from rural to urban core. Many illustrations, so much of the information is not accessible.
4. [Maryland Manual on Uniform Traffic Control Devices](#) (MUTCD)- 2011 Edition. From pages 939-940: "Posts or raised pavement markers should not be used to separate bicycle lanes from adjacent travel lanes. Support: 11 Using raised devices creates a collision potential for bicyclists by placing fixed objects immediately adjacent to the travel path of the bicyclist. In addition, raised devices can prevent vehicles turning right from merging with the bicycle lane, which is the preferred method for making the right turn. Raised devices used to define a bicycle lane can also cause problems in cleaning and maintaining the bicycle lane."
5. American Council of the Blind: Handbook article: [Regulations Related to Accessible Public Rights-of-Way](#).
6. [National Association of City Transportation Officials](#): An influential organization. Their publication, [Transit Street Design Guide, contains a description of what they call " side boarding islands."](#)
7. [Institute of Transportation Engineers](#).
8. [Coalition for Smarter Growth in Montgomery County](#).
9. [Melissa Anderson](#), a traffic engineer formerly with the Access Board and now a consultant in Riverdale, MD. Her website says she provides "Consultation and education to groups who represent people with disabilities to help them better understand transportation and public right of way accessibility and how to work with their community leaders."