



City of Rockville

Synthesis of
**Pedestrian
Policies**

July 2008

CITY OF ROCKVILLE PEDESTRIAN POLICIES
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PURPOSE AND BACKGROUND

A community is characterized by its attitude toward pedestrians. To many, the term "pedestrian-friendly" suggests neighborliness, a variety of transportation options, and certain levels of convenience, comfort and safety. In other words, the community's accommodation of pedestrians is a reflection of its quality of life. Even with the best of attractions to offer its citizens, a community is incomplete unless one can walk to those attractions.

Nearly everyone is a pedestrian. Even for automobile and transit users, walking is a part of travel to the workplace and the market. For some, walking is a legitimate option for the entire commuting or shopping trip, reducing automobile trip generation. Increasing pedestrian options can therefore be a part of traffic demand management. Above the subsistence level, the purposes of walking can include attending community and social functions, visiting neighbors, and simple leisure-time pleasure. In a well-balanced community, the pursuit of these endeavors is not constrained by a lack of safe pedestrian facilities, or limited to those having access to the automobile. The lack of such constraints maximizes freedom of action for groups such as children, the elderly, those with disabilities, and transit users.

Walking is not just a means of travel between an origin and a destination, but it is also healthy exercise, along with related activities like jogging. Health issues will become more significant as the general population ages, and walking has been identified as being beneficial to the maintenance of health and in the prevention and treatment of certain illnesses. From a health standpoint alone, public support for pedestrian facilities can and should be encouraged.

It cannot be said that Rockville has always been pedestrian-friendly. The City's formative years in the 1950's and 60's were spent as an automobile-oriented commuter suburb. Consistent with that "suburban" background, the attention given in those decades to pedestrian mobility was slight. With the 1970's, two energy crises and a new environmental sensitivity began to change the picture. The City's mix of employment and residents became more balanced, and the City began to focus on transportation alternatives other than the automobile. The City has since developed a greater awareness of the need to provide for pedestrian mobility-- new laws have been enacted, new standards have been set, and millions of dollars have been spent in expanding, improving, and maintaining pedestrian facilities.

The physical and policy barriers created in earlier years, however, have slowed progress and/or led to the use of compromise solutions. There has been a coincident lack of cohesion in the City's overall efforts, primarily because pedestrian considerations have so often been handled as an adjunct to some "greater" effort. Pedestrian planning and design need to be regarded more comprehensively, and their intentions accorded greater weight in the choice among competing public objectives.

SCOPE

The "unified" policy proposed herein is composed of a series of individual policy statements. Intended to be a "living" document, it is subject to change as policies are formulated, amended, or deleted. The

policy statements are written mainly from the viewpoint of what the citizen can expect from the City. Each policy statement has been assigned to one of nine topical areas, with each topic introduced by a brief section of background commentary.

One of the chief criteria in the development of these policies is consistency with established City goals. These goals have been derived from the 2002 Comprehensive Master Plan, the Mayor and Council's Vision of Rockville in 2020, and the 2004 Bikeway Master Plan. Sources of more specific policies include legal documents such as the Rockville City Code and Maryland Vehicle Law.

DEFINITIONS

In this document, the words "shall," "should," and "may" imply a specific level of application for individual policies. These words are defined as follows:

SHALL - A mandatory condition. Policies so described are required to be carried out on an ongoing basis or brought to completion as soon as possible.

SHOULD - An advisory condition, typically in the pursuit of longer-term goals and frequently in recognition of restraints or other public objectives.

MAY - A permissive condition typically associated with applications that are desirable or useful in certain situations.

Wherever the word "walk" is used as a verb in this document, it is intended to refer to the movement of all those who use pedestrian facilities.

1. SIDEWALKS

Sidewalks parallel to public streets are central to any system of urban pedestrian access. The City's Subdivision Regulations (Chapter 25, Rockville City Code) and Street Construction Standards (Chapter 21, Rockville City Code) provide the legal basis for Rockville's sidewalk system. These laws require that sidewalks be constructed on both sides of the street in most new subdivisions, with specific requirements for sidewalks as prescribed by the Mayor and Council. The City also installs sidewalks on its own roadway projects. On arterial streets like Wootton Parkway, practice has been to provide an extra-wide sidewalk/bike path combination on at least one side of the street.

In general, the State Highway Administration (SHA) does not provide for sidewalks, thus installation adjacent to State highways in Rockville is almost always the responsibility of the City. Since the mid-1980's, the SHA has been installing some sidewalks in conjunction with new roadway construction, but, similar to other sidewalks along State highways, maintenance remains a City responsibility.

Some streets in Rockville remain without sidewalks, particularly in older neighborhoods. Construction in these areas is made more difficult by such factors as insufficient right-of-way, poorly defined road edge, adverse grading, or private landscaping within the right-of-way. Projects can also be hampered by a lack of support from owners of properties directly adjacent to the proposed sidewalk.

Because of the large amount of missing sidewalks in the City and the costs associated with constructing sidewalks, the City has created a Sidewalk Prioritization Policy. The Rockville Sidewalk Prioritization Policy helps determine in what order the City should construct sidewalks, which is a helpful tool for including sidewalks in the Citywide Capital Improvements Program. The order, or prioritization, will be based on the total score; the sum of the utility score, a measure of predicted pedestrian trips and the traffic conditions score, a measure of the safety risks as a result of the missing sidewalk.

Sidewalks will be grouped into one of five groups, A through E, with A being the highest range of scores and E being the lowest range of scores. In addition to the missing link's total score, information about available City right-of-way, public support for the construction of the sidewalk, and the potential environmental impacts of constructing the sidewalk will be taken into consideration when determining the timeline for planning, design, and construction of the sidewalk.

As important as the expansion of the sidewalk system is the quality of maintenance for existing sidewalks. Repair or replacement of sidewalks is accomplished both by City forces and by private enterprise under annual City contract. Over the last several years, the City has committed approximately \$400,000 annually to sidewalk repair.

A. Sidewalk Construction – General

1. The Rockville Sidewalk Prioritization Policy will provide primary guidance for the order in which sidewalks are constructed.
2. All sidewalks shall be a minimum of 4 feet in width, but a minimum of 5-foot sidewalk is preferred. To comply with SHA policies, all sidewalks adjacent to state roadways or sidewalks funded through state grants shall be a minimum of 5 feet in width. An 8-foot width is preferred in non-residential streets wherever feasible. Concrete is to be preferred in residential and business areas generally, with brick being reserved for use in areas of institutional or historical significance. Asphalt should be limited to use in combined pedestrian/bicycle facilities and for sidewalks of a temporary nature. Asphalt may also be used in place of concrete for pedestrian pathways not adjacent to public streets (see Section 2, Pedestrian Paths) Pervious concrete should also be considered.
3. Sidewalks should be separated from the adjacent roadway by a buffer strip at least three (3) feet wide. This is especially important along high-speed, high-volume streets on which vehicle travel occurs adjacent to the curb. Separation can take the form of a grass strip, a protective berm, or a wider sidewalk section that effectively provides a buffer while also supporting traffic control devices, street lighting, and landscaping. Every feasible effort shall be made to ensure that the buffer strip design is sufficient to prevent snow plowed from the street from being placed on the sidewalk.

4. In both new and existing developments, raised pedestrian refuge areas may be provided at intersections and other street crossing points. These refuges can take the form of islands or peninsular curb extensions ("chokers"). In coordination with sidewalks, chokers are to be particularly encouraged at intersections where both vehicle and pedestrian movements are heavy and where on-street parking may be desirable. Such refuges shall be considered in accordance with supplemental warrants to be adopted by the City. Island refuges are especially encouraged in the vicinity of bus stops.

B. New Development and Road Construction

1. In new subdivisions, sidewalks shall be constructed on both sides of each street.
2. In the Town Center, sidewalks shall be provided on both sides of each street, and shall be constructed in compliance with the design criteria contained in the Town Center Urban Design Plan.
3. In conjunction with new roadway construction or major reconstruction, the City should construct sidewalks on both sides of the street.
4. Parallel to arterial streets and in other locations listed in the City's Bikeway Master Plan, the City may provide a wider hard-surface pathway to accommodate bicycles as well as pedestrians. The width of such facilities shall be at least eight (8) feet, and preferably ten (10) feet.
5. In reviewing plans for construction or reconstruction of State highways, the City should encourage the construction and/or improvement of sidewalks and other pedestrian amenities by the State, consistent with these policies.
6. The appropriate standards of the Rockville Pike Plan and the Town Center Urban Design Plan shall be followed in the sizing and buffering of sidewalks. Protective berms are to be especially encouraged as sidewalk buffers along Rockville Pike and Hungerford Drive, Rockville's busiest and most hazardous streets.

C. Existing Streets and Establishing Connectivity between Separated Neighborhoods

1. The City shall actively pursue the installation of sidewalks along existing streets without sidewalks, following the prioritization established by the City's Sidewalk Prioritization Method
2. The SHA should be encouraged to increase its participation in the funding and construction of sidewalks within the City. In the absence of State participation, the City shall construct (or have developers construct) and maintain sidewalks along State highways.
3. New sidewalks on existing streets may be constructed at public expense on the basis of established priorities and available funding. Private funding opportunities should also be sought, especially for locations adjacent to undeveloped properties, for special-purpose

projects, and to accelerate projects with low public priority. Adjacent property owners should be assessed for their specific design requests that exceed normal sidewalk standards.

4. The City shall identify impediments, obstacles, and unsafe conditions that impede connectivity between neighborhoods, activity centers, and transportation facilities, including parks, playgrounds, and bus stops, and shall consider appropriate improvements to sidewalks, lighting, signage, crosswalks, and other systems that enhance pedestrian mobility and safety. The City shall work with other governments and jurisdictions to improve pedestrian connectivity from Rockville to adjacent areas, especially as a part of overall traffic mitigation efforts and in conjunction with developments in Transit-Oriented Areas (TOAs). TOAs are areas where viable non-auto options exist and include areas within 7/10^{ths} of a mile accessible walking distance from existing and programmed Metro stations and fixed-guideway transit stations on dedicated transit rights-of-way; may also include major access routes to these areas.

D. Reconstruction, Repair, and Maintenance

1. Reconstruction and repair of all public sidewalks may be accomplished at the City's expense, with the exception of the few segments of sidewalk owned and maintained by the SHA. The cycle of reconstruction and the need for repairs shall be determined by the Department of Public Works.
2. The City shall identify and take action to relocate or remove obstructions to sidewalk accessibility, including but not limited to utility poles, fire hydrants, newspaper vending machines, mailboxes, and overhanging tree branches. Standards for accessibility shall be in accordance with the Americans with Disabilities Act (ADA).
3. Owners of abutting properties shall be responsible for snow removal, grass strip cutting, weed control and other sidewalk maintenance of a less capital-intensive nature. For "reverse frontage" situations, where the sidewalk is generally inaccessible from the adjacent property, the City may provide maintenance when and where resources permit. All sidewalks fronting City owned properties shall be maintained by the City.

2. PEDESTRIAN PATHS

Pedestrian paths refer to all public pedestrian facilities other than sidewalks. Examples include public pathways within exclusive rights-of-way or easements, vehicle-free pedestrian zones, and pedestrian grade separations. The category could also be extended to include pathways through parks or other public properties that serve as through pedestrian and bicycle routes...

1. In the design of subdivisions, and major commercial developments, public easements and pathways shall be encouraged through and between properties to shorten walking paths for pedestrians generated within the site, as well as for those desiring to pass through the site. The need to provide convenient pedestrian access should be balanced against the occasional "nuisance value" of these pathways to the particular site.

2. Pathways shall be hard-surfaced, paved in either concrete or asphalt. The latter material is preferred if joint use with bicycle traffic is intended. Brick or other hard-surface treatment may be used to maintain aesthetic compatibility with the developed site. Pervious concrete should also be considered.
3. Where pedestrian paths traverse private property, the owners should be encouraged to provide amenities such as lighting and landscaping that enhance the safety, utility, and attractiveness of these walkways.
4. Further opportunities to provide vehicle-free zones should be explored, particularly within the Town Center.
5. Further opportunities to provide bridges and underpasses for pedestrians should be explored and should be identified both in the Master Plan and in major development proposals.
6. Within the Town Center, design and operational features favoring safe and convenient pedestrian travel at street level shall be encouraged. Complementary grade-separated facilities, however, should be considered to eliminate conflicts for pedestrians crossing major roadways such as Hungerford Drive (MD Route 355).
7. Walking surfaces of pedestrian grade separations should be slip-resistant, and should continue to exhibit adequate friction characteristics when wet.
8. Commercial buildings shall be connected to public sidewalks through pedestrian paths.

3. ACCESSIBILITY

A long-standing City objective has been to make all street crossings accessible to those with disabilities. This can be accomplished by providing curb ramps at street corners and other designated crossing points. A secondary rationale for providing curb ramps is improving accessibility and safety for those walking with carts, baby strollers and the like.

The Americans with Disabilities Act (ADA) has provided an additional impetus for improving accessibility. Not only does the ADA have requirements for curb ramp improvements but also suggests new areas for improved disabled accessibility, such as at bus stops and provision for barrier-free driveway apron designs.

1. Curb ramps meeting ADA requirements (specifically, the Uniform Federal Accessibility Standards (UFAS)) shall be constructed to provide access to every legally defined crosswalk, both marked and unmarked.
2. Curb ramps shall be installed in conjunction with sidewalk construction in all new land developments and public roadway projects.

3. City standards for bus stop pads and barrier-free driveway aprons shall be developed, employed, and updated periodically to meet the most recent ADA requirements.
4. The City should construct wheelchair-accessible pads at bus stops, eliminate barriers at driveways, and replace older curb ramps not meeting UFAS standards. Curb ramps with detectable warning devices conforming to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) shall be installed.
5. Highest priority in City programs for curb ramps (both standard and enhanced), bus stop pads, and level driveway aprons should be given to specific requests from the disabled community.
6. Traffic signal pushbuttons and pedestrian informational signs shall be placed to be readily accessible to the disabled. Where appropriate, Accessible Pedestrian Signals (APS) are encouraged.

4. DEVELOPMENT DESIGN

While pedestrian circulation has usually been considered in the internal planning of residential neighborhoods and business areas like the Town Center, there has been a tendency to view the pedestrian aspects of new developments in isolation. In automobile-oriented commercial areas like research parks, pedestrian considerations have been neglected more often than not. As a result, a large number of discontinuities have developed in the City's pedestrian network. New development of all kinds should be viewed as an opportunity to enhance the extent and continuity of the City's pedestrian facilities. New buildings and redevelopment should be pedestrian oriented.

1. In considering new commercial development or redevelopment, the City shall require that sidewalks be constructed parallel to all streets in accordance with (as applicable) the Rockville City Code, the Town Center Urban Design Plan, the Rockville Pike Plan, and these pedestrian policies.
2. Proprietors should be encouraged to provide facilities that enhance pedestrian circulation and accessibility on previously developed sites. The City's encouragement of such on-site improvements should be well publicized in the business community.
3. All commercial buildings, as well as public facilities not located directly on streets, shall be linked to the public sidewalk network with conveniently placed and reasonably direct pedestrian facilities. Pedestrians shall not be required to walk within driveways or parking aisles to reach external streets and sidewalks.
4. Connecting walkways and easements between adjacent commercial properties and residential developments are encouraged and should be provided.

5. For large office and retail developments located adjacent to major streets (or other potential impediments to pedestrian movement), opportunities to provide grade-separated pedestrian facilities should be explored and, if possible, implemented. Such opportunities need not be specifically identified in the Master Plan.
6. Pedestrian access within all development sites and to all buildings shall comply with ADA requirements.
7. The need to assure acceptable pedestrian crossing times at key intersections shall be considered in traffic impact studies for new developments.
8. For major developments, pedestrian demands should be quantitatively modeled to help determine the optimal location and size of pedestrian facilities. Such analyses would examine the mutual impact between pedestrian and vehicular flows.

5. CROSSWALKS

Maryland Law defines a crosswalk as any marked crossing or that part of a roadway intersection that is the prolongation or connection of sidewalks, whether marked or unmarked. Under this definition, a great majority of the City's crosswalks are unmarked. While marking all crosswalks is both unnecessary and cost-prohibitive, there should be a consistent method of determining crosswalks to be marked and available resources to install and maintain them.

1. Crosswalks shall be marked within school zones, at all signalized intersections, adjacent to Metro stations, and at all locations with at least a moderate concentration of pedestrian activity, especially in commercial areas.
2. A marked crosswalk should be designated by the presence of two parallel white lines 12" wide, spaced at least 6' apart.
3. The standard width of marked crosswalks shall be 8' in residential areas and 10' in business areas. Crosswalks of 6' width should only be used where restrained by geometrics. Crosswalks greater than 10' wide can and should be used at locations where pedestrian demand is heavy.
4. Away from intersections, "mid-block" crosswalks should only be designated at locations where justified by pedestrian demand and where the safety of the crosswalk location can be reasonably verified by the City. The crosswalk should be visually distinctive to a level exceeding City standards for the appropriate street class.
5. All crosswalks, especially those unprotected by signal or STOP sign control, should be monitored for sight distance obstructions. If identified, such obstructions should be removed.

6. Crosswalks shall be distinctively marked at the following locations:
 - a. Streets where the speed limit is greater than 35 mph.
 - b. Within school zones.
 - c. Mid-block locations.
 - d. Where the presence of a crosswalk may be otherwise unexpected.
7. Visually distinctive crosswalks should be used at any other location where special emphasis on the location of the crosswalk is needed.
8. For higher classifications of streets with heavier traffic, highly durable materials should be used to insure the sustained visibility and long service life of crosswalk markings.
9. In the acquisition of durable crosswalk materials, the City should seek out and specify materials that minimize polishing and the slippery surface that can result. This consideration is especially important for visually distinctive crosswalks.
10. Crosswalks at school zones, near metro stations, or other locations with heavy pedestrian activities should be marked with "Stop for Pedestrians" paddle signs in accordance with supplemental warrants to be adopted by the City.

6. TRAFFIC SIGNALS AND SIGNS

City owned-traffic signals have been equipped with an appropriate complement of pedestrian signals and many have pedestrian countdown signal heads at signalized intersections.

1. Pedestrian countdown signals shall be installed and maintained at all signalized crosswalks that cross the "main street" signal movement, and where pedestrian movements potentially conflict with an exclusive (green arrow) turning movement.
2. Accessible Pedestrian Signals (APS) should be considered for all new and modified traffic signals where warranted by the Maryland MUTCD.
3. At individual locations, pedestrian signals may also be desirable for crossing "side" streets, where there is no conflict with exclusive turn movements.
4. All pedestrian signals shall be of an oversized (15") single-section design. Existing signals of twelve (12") two-section design may continue in use until the end of their useful service lives.
5. Pedestrian signals shall be designed and maintained to be free from obstructions.

6. The City should adopt and employ warrants included in the Manual on Uniform Traffic Control Devices (MUTCD), for traffic signal justification based on pedestrian usage. Special weighting should be assigned to the elderly, the disabled, and schoolchildren.
7. At signalized intersections, the City should seek opportunities to employ exclusive pedestrian intervals during which conflicting movements are stopped, consistent with sound congestion management practice, signal coordination requirements, and intersection capacity restraints. Exclusive pedestrian intervals may be applied to single crosswalk movements only, or, to the entire intersection.
8. The standard walking speed used to determine the flashing DON'T WALK interval for pedestrian signals shall be 3.5 feet per second. Speeds as low as 2.5 feet per second should be employed at signals where a large number of elderly and/or disabled concentrate or where otherwise identified in supplemental warrants.
9. Signals should be timed taking into consideration pedestrian convenience and safety. In no case should cycle lengths of greater than 120 seconds be employed.
10. Pedestrian timing at intersections shall be considered in developmental traffic impact studies.
11. At locations where conflicts between pedestrians and turning traffic on a shared green signal are common, a sign directing motorists to "YIELD TO PEDESTRIANS WHEN TURNING" may be employed. For left turn control, this sign would supplement the overhead "LEFT TURN YIELD ON GREEN " signs customarily used at many intersections. Choice of sign should be based on the apparent greater conflict: turning vehicles versus pedestrians, or, turning vehicles versus opposing traffic.
12. At locations where conflicts between pedestrians and right turns on red signal are common, right turns on red should be prohibited using the MUTCD standard NO TURN ON RED sign. For ease of comprehension, time-of-day NO TURN ON RED restrictions are generally discouraged, but can be used with productive effect at locations where pedestrian demand is intermittent.
13. Where employed, traffic signal pushbuttons shall be conspicuously located and readily accessible to all pedestrians, including the disabled. Pushbuttons should be designed with minimum resistance to activation, and therefore, be placed such that pedestrians can activate pushbuttons without leaving the sidewalk or sidewalk ramp. .
14. At locations with consistently heavy pedestrian demand, automatic activation ("recall") of pedestrian signals should be employed, thereby eliminating the need for pushbuttons.
15. At every traffic signal, with or without pushbuttons, educational signs demonstrating the proper use of pedestrian signals shall be installed and maintained.

16. School crossing signs complying with the MUTCD shall be posted at every marked crosswalk in a school zone not otherwise controlled by a traffic signal or STOP sign.
17. Pedestrian Crossing signs complying with the MUTCD shall be posted at all-mid-block and otherwise unexpected crosswalk locations not within school zones and not otherwise controlled by a traffic signal or a STOP sign.
18. At locations where safety experience or field observation indicate, School Crossing and Pedestrian Crossing signs may be accompanied by a special STOP FOR PEDESTRIANS IN CROSSWALK sign.
19. On streets where pedestrian demand is high but crossing activity is not or cannot be concentrated (apartment complexes, office parks), a special Pedestrian Area warning sign similar to the standard MUTCD Pedestrian Crossing sign may be employed.
20. The City shall maintain a list of innovative pedestrian safety traffic signals and signs and shall consider implementing them where appropriate. In selecting fonts for signs, the City should comply, to the extent possible, with general traffic engineering standards.

7. ENFORCEMENT AND SECURITY

Enforcement of laws, for both traffic control and public security, are an important component in sustaining safe and efficient pedestrian activity. The law also provides the means to insure that property owners keep sidewalks free from hazard and obstruction. As needed, new legislation can and should be considered to further protect pedestrian interests and to remedy problems that might be identified.

1. Police agencies shall actively enforce laws that encourage the safety of pedestrians. Conflicts instigated by motorists should be vigorously addressed in accordance with Maryland and City laws. Among the most common of these conflicts are:
 - a. Violation of the pedestrian's right-of-way on the "common green" at traffic signals by motorists turning left or right.
 - b. Failure to yield to the pedestrian's right-of-way at unsignalized crosswalks.
 - c. Failure of motorists to stop before turning right on red, and failure to detect conflicting pedestrians, especially those approaching from the motorist's right.
 - d. Violation of red signals.
 - e. Blockage of sidewalks by parked vehicles.
2. The Police shall also focus efforts on safety violations by pedestrians, such as proceeding against DON'T WALK signals, and discourage practices such as walking/running in the street where an adjacent sidewalk is readily available.
3. Unsafe pedestrian-based advertising and soliciting on public streets and sidewalks shall be discouraged.

4. Bicycle and scooter patrols should be applied to the enforcement of traffic laws affecting pedestrians.
5. Uniformed crossing guards should continue to provide directed traffic movement around schools during key hours.
6. Police traffic control of intersections may be exercised during periods of high pedestrian movement in business areas, during special events, and in the event of the planned or unplanned shutdown of traffic signals. As an option, traffic may be directed by trained and uniformed (or similarly designated) civilians, under Police supervision. For planned non-public events, the City shall establish and charge a fee to provide traffic control either by sworn officers or designated civilians.
7. The personal security of pedestrians, both day and night, should be a high Police priority. Stress should be placed on enclosed facilities and on sidewalks where street furniture or adjacent buildings may provide easy concealment. To further enhance pedestrian security, Neighborhood Watch and Business Watch programs should be publicized and encouraged.
8. City Police shall review all development and major construction plans to help assure that pedestrian security is maximized.
9. In the interest of providing a safe walking environment at night, lighting shall be provided on all sidewalks consistent with respective City standards for each classification of street. Non-sidewalk pedestrian facilities such as grade separations and subdivision pathways shall be illuminated to a reasonable standard where there is a particular public safety concern. In areas where there has been a pattern of endangerment to pedestrians, or where the Police believe such a potential exists, illumination greater than that suggested by the normal street lighting standards should be provided.
10. The City's Division of Inspection Services shall take an active role in insuring that snow and ice are expeditiously removed from sidewalks, and that sidewalks are kept clear of overhanging branches and other overgrowth.
11. The City's Police Department shall provide weekly pedestrian and bicycle accident reports to the Traffic and Transportation Division, including fatality reconstruction reports.

8. EDUCATION

In any aspect of traffic movement and control, programs of engineering and enforcement are ineffective without the third "E" -- education. This is especially the case where pedestrians are concerned.

1. Driver education should stress pedestrian prerogatives and pedestrians should also receive education about vehicle law concerning pedestrians. Driver education should also be targeted to non-English speakers.

2. Both in the process of and in addition to normal enforcement activities, the Police should educate motorists and pedestrians in the meaning of traffic laws and in the respective courtesy that motorists and pedestrians owe each other.
3. The City should encourage new initiatives in educational traffic signs consistent with the need to minimize sign clutter. City programs to install and maintain special educational push button signs, YIELD TO PEDESTRIANS WHEN TURNING signs, and STOP FOR PEDESTRIANS IN CROSSWALK signs should continue. SHA's sign program to reaffirm the pedestrian right-of-way in crosswalks should also be continued. Where appropriate the City should consider use of signage to educate pedestrians on the existence of pedestrian facilities and intended routes. Non-English language newspapers and radio programs should be included to reach the broadest spectrum of Rockville residents.
4. The City should solicit public input on pedestrian problems and needs at least twice a year through "Rockville Reports" and take initiatives to publicize pedestrian programs through Cable TV, the City web site and the commercial media.
5. The City should regularly publicize the names of officials who can address maintenance problems, inquiries about new or existing traffic control, and matters of enforcement.
6. City staff should initiate and participate in outreach programs to schools and civic/community groups. These programs should educate the public about pedestrian safety, inform the public about City programs, and seek input on pedestrian concerns.
7. Whenever possible, the Police should educate the walking public about appropriate measures for personal security.
8. To help ensure that pedestrian needs are recognized in all City traffic planning and operational activities; tallies of pedestrian movement shall be included in all intersection counts made either by the City or by private consultants performing City-mandated traffic impact studies.

9. PHYSICAL FITNESS AND HEALTH

Walking facilities should be promoted not only as improvements to pedestrian safety but also as facilities that can be used to improve the physical fitness and health of Rockville citizens.

1. The City should have walking and bicycling encouragement events and programs, emphasizing their benefits to physical fitness.
2. Walking promotion and encouragement programs should help to increase the use of the walking and bicycling facilities as proposed in this policy.