Traffic Signals
(P507154)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	35,647	30,697	-	4,950	825	825	825	825	825	825	-
Land	19	19	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	59,197	22,562	7,067	29,568	4,928	4,928	4,928	4,928	4,928	4,928	-
Construction	3,047	3,047	-	-	-	-	-	-	-	-	-
Other	3,112	1,999	1,113	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	101,022	58,324	8,180	34,518	5,753	5,753	5,753	5,753	5,753	5,753	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: General	185	-	185	-	-	-	-	-	-	-	-
G.O. Bond Premium	186	186	-	-	-	-	-	-	-	-	-
G.O. Bonds	85,899	43,386	7,995	34,518	5,753	5,753	5,753	5,753	5,753	5,753	-
Recordation Tax Premium (MCG)	13,392	13,392	-	-	-	-	-	-	-	-	-
State Aid	1,360	1,360	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	101,022	58,324	8,180	34,518	5,753	5,753	5,753	5,753	5,753	5,753	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance		414	39	51	63	75	87	99
Energy		660	50	74	98	122	146	170
Program-Staff		900	90	90	180	180	180	180
NET IMPACT		1,974	179	215	341	377	413	449
FULL TIME EQUIVALENT (FTE)			1	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	5,753	Year First Appropriation	FY71
Appropriation FY 28 Request	5,753	Last FY's Cost Estimate	89,516
Cumulative Appropriation	66,504		
Expenditure / Encumbrances	60,619		

APPROPRIATION AND EXPENDITURE DATA ($000s)	
Unencumbered Balance	5,885

PROJECT DESCRIPTION

This project provides for the design and construction of vehicular and pedestrian traffic signals and signal systems including new and existing signals, reconstruction/replacement of aged and obsolete signals and components, auxiliary signs; accessible pedestrian signals (APS), upgrades of the County's centrally-controlled computerized traffic signal system, and communications and interconnect into the signal system. The planning, design and construction of school beacons will provide a remote connection for the beacons that enhances communication so that equipment monitoring and programming changes for the flashers may be accomplished faster and remotely without having to physically access the devices.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. Additionally, population growth results in the need for goods and services, contributing to higher vehicle volumes. The resulting increases raise traffic congestion levels and contribute to the increase in the number of vehicle crashes. Managing traffic growth and operations on the County transportation network requires a continued investment in the traffic signal system to increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control by utilizing modern traffic signal technologies. Studies include the Traffic Signal Inspection and Assessment Program (2016), the Infrastructure Maintenance Task Force (2010), and the Pedestrian Safety Initiative (2007), which all identified traffic signals in need of life-cycle replacement as funding is available.

OTHER

This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways resulting from vehicle crashes to zero by 2030. Approximately 60 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features including crosswalks, curb ramps, accessible pedestrian/countdown pedestrian signals (APS/CPS), and applicable signing. Additionally, pedestrian hybrid beacons (PHB) are employed at midblock pedestrian crossings or designated intersections to provide a safe, protected crossing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. Since FY97, the fiber optic interconnection of traffic signals has been funded through the FiberNet project.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Advanced Transportation Management System CIP (No. 509399), Verizon, FiberNet CIP (No. 509651), Maryland State Highway Administration, Pepco, Washington Gas and Light, WSSC Water, Montgomery County Pedestrian Safety Advisory Committee, and Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission