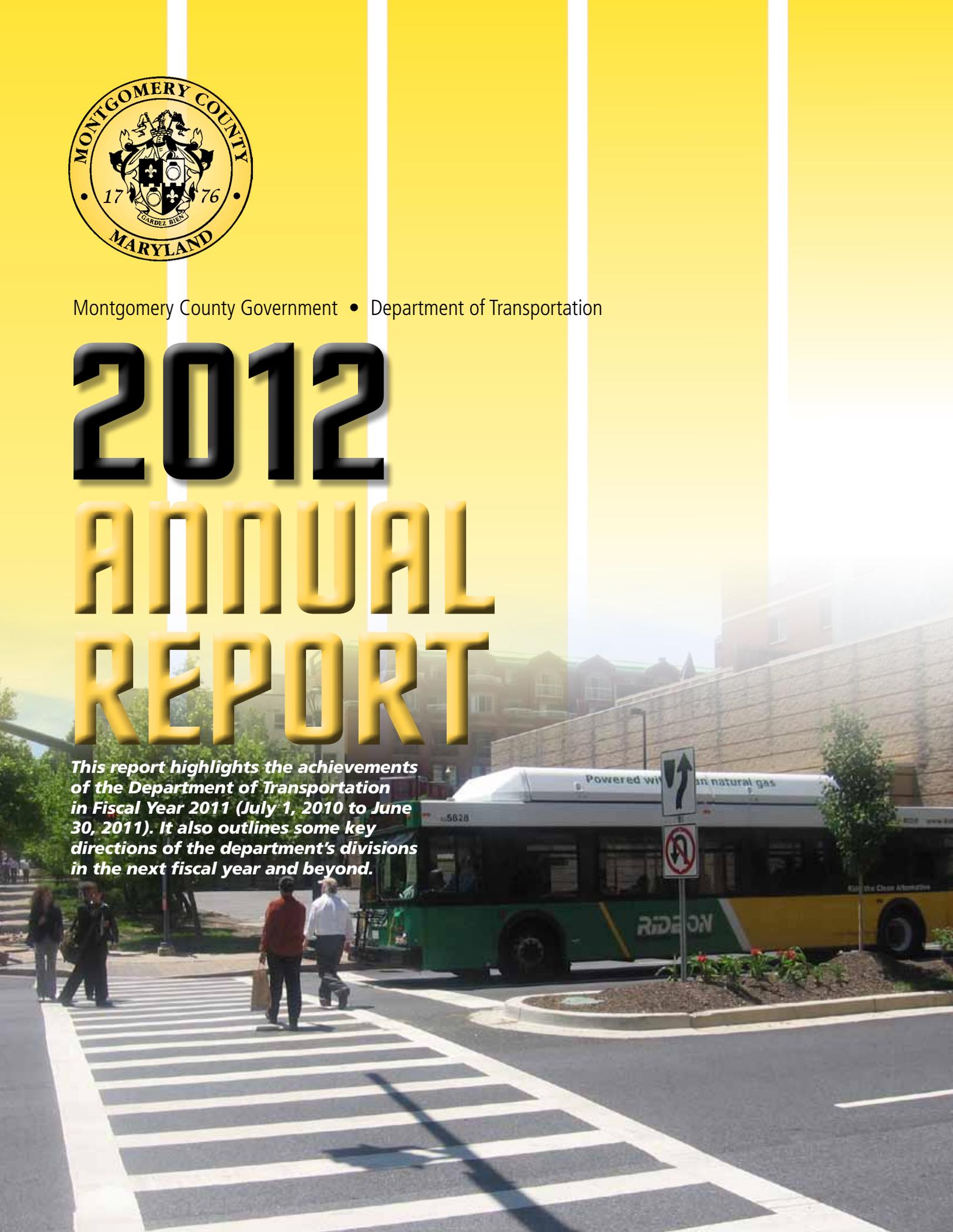




Montgomery County Government • Department of Transportation

2012 ANNUAL REPORT

This report highlights the achievements of the Department of Transportation in Fiscal Year 2011 (July 1, 2010 to June 30, 2011). It also outlines some key directions of the department's divisions in the next fiscal year and beyond.



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MISSION STATEMENT

Provide an effective and efficient transportation system that

- ensures the safe and convenient movement of persons and vehicles on County roads;
- plans, designs, and coordinates construction of traffic, transit, bicycle and pedestrian routes in support of the County's infrastructure.

County Executive Isiah Leggett



"The Department of Transportation is a diverse organization that provides essential services to our county residents. It builds and maintains the transportation infrastructure; reduces traffic congestion and increases mobility for our residents; improves pedestrian, bicyclist

and vehicle safety; provides essential transit and alternative transportation services; and promotes access to our central business districts. But none of this could be done without the commitment and talent of the MCDOT workforce. Although the public may not be aware of all their efforts except in extraordinary circumstances, providing exemplary service is what MCDOT employees do day in and day out. That is what makes our County workforce great, and that is what makes Montgomery County such a wonderful place to live, work and play."

MCDOT Director Arthur Holmes, Jr.



"There is no better team than the one we have assembled at MCDOT. I am fully confident these more than 1400 dedicated employees will give their all to ensure the residents, workers, and visitors in Montgomery County get where they need to go quickly and safely, whether by car, transit, bike, or walking."

RECOGNITION

Maryland Asphalt Institute paving award – to the Division of Highway Services for rehabilitation of roads in Battery Park.



Transportation Research Board holds workshop on County pedestrian safety work – Pedestrian and access improvements made in Montgomery County under the County Executive’s Pedestrian Safety Initiative were featured at a workshop held on January 23, 2011 at the Transportation Research Board Annual Meeting in Washington.



MCDOT’s pedestrian safety program selected to represent the County at two conferences – The County Executive elected to feature his Pedestrian Safety Program in this summer’s Maryland Municipal League and Maryland Association of Counties (MACo) conferences. A multi-media display with the theme “data-driven results” was created for these two conferences. The display at the June MML event received over 600 visitors. The display at the August MACo conference was again popular, with an estimated 450 visitors. Pedestrian safety flashing beacons were distributed at both. Costs for staffing at both conference were significantly reduced from the previous years.



ACCOMPLISHMENTS

Here are the major accomplishments of the department during fiscal year 2011.

DIVISION OF HIGHWAY SERVICES

Keith Compton, Chief

ROAD RESURFACING – Under the Division’s road resurfacing programs, crews and contractors paved 344 lane miles using 215,000 tons of hot mix asphalt and other materials. The following locations were paved or otherwise treated during FY11.

American Recovery and Reinvestment Act (federal stimulus program) funded primary/arterial streets – The Division used this special funding to complete two resurfacing projects and start two more. Hot mix asphalt was used to resurface 30.5 lane miles of Barnesville Road and Old Columbia Pike. The County received ARRA reimbursement in amount of \$784,559. Work using stimulus funds was also started during FY11 on Shady Grove Road and Randolph Road.

Primary/Arterial Streets –

The Division used hot mix asphalt to resurface 24.2 lane miles of the following primary streets at a total cost of \$3,803,000: Battery Lane, Bowie Mill Road, Clarksburg Road, Democracy Boulevard, Muddy Branch Road, Norbeck Road, Observation Drive, and Tuckerman Lane.

Residential Streets – The Division resurfaced 66 lane miles or rehabilitated 27 lane miles of the following residential streets or subdivisions at a total cost of \$8,792,000. Belvedere, Bradley Woods, Brighton Knolls, Bushwood Terrace, Bushwood Way, Calverton, Connecticut Avenue Estates, Edinburgh, Fairland Acres, Garrett Park Estates, Griffith Park, Halet North, Indian Springs, Lantern Hollow, Maplewood, Mountain View, Park Overlook, Plantation, Wheaton Woods, and Windsor Knolls subdivisions, and Avery Road, Potomac Riding Lane, Three Sisters Road, and Whitter and Woodhaven boulevards.

Residential Road and Sidewalk Rehabilitation Including Permanent Patching – The Division rehabilitated 26.5 lane miles of the following residential streets at a total cost of \$3,820,000: Connecticut Avenue Estates concrete work, Dewey Road, the Forest Glen Community, the Glen Echo community, Fox Hills West subdivision, Hornell Drive, Shady Grove Road, Wheaton Woods concrete work.

Neighborhood Slurry Sealing – The Division slurried 13.4 lane miles of the following neighborhoods at a total cost of \$1,000,000:

Democracy Boulevard, Observation Drive, Potomac Falls subdivision, and Shakespeare Road.

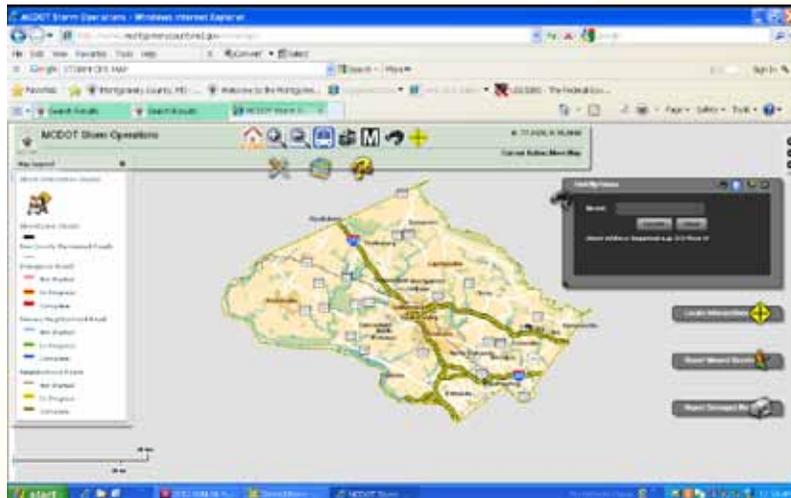
Snow Clearing Actions – A total of 21 winter storm events occurred during the 2010-2011 season totaling almost 30 inches of snow and ice accumulation.

January 25th Storm: A significant ice and snow event passed through the County dumping nearly two inches of ice covered by up to 8-inches of snow in an accelerated rate during the afternoon rush hour resulting in major impacts to traffic movements. Power outages were widespread and resulted in the temporary outage of nearly 300 traffic signals. The Division mobilized 400 pieces of snow removal equipment. Tree damage resulting from the storm was extensive. More than 200 trees were completely lost and required removal; an additional 200 trees experienced extensive damage to the point of requiring removal in the future. MC311 received 5,000 requests for tree debris clearing. During the height of the debris clean-up, the Division employed 50 private tree contractors to support this significant activity.

New Storm Operations Map – To provide better information to residents during a snow storm MCDOT, in partnership with the Department of Technology Services, upgraded its existing website map which provides up to date information on snow plowing progress. The map shows the progress of snow plows throughout the County and indicates when

emergency, primary and neighborhood streets have been cleared. A zoom feature allows residents to focus on the plow status of their immediate neighborhood and then zoom out to check on a trip route or anywhere in the County. This website initiative proved so popular, the Division now maintains it year round to provide information on any type of storm in progress. The new map, using a web-based platform has the following features.

- Map users are able to better track plowing progress along MCDOT-maintained roads. County roads are categorized as Emergency Plow Routes (first priority), Primary Neighborhood Plow Routes (second priority), and Neighborhood Plow Routes (third priority). Residents are able to monitor plowing progress throughout the county on each type of MCDOT-maintained road, seeing the status as “Not Started,” “In Progress,” or “Completed.” The map also provides road closure information.
- Map users can access all traffic cameras’ feeds via icons on the map, providing real-time road condition throughout the county. This is particularly beneficial to obtain road conditions on roads MCDOT is not responsible for maintaining, such as Maryland State roads and highways.



- Map users can see the locations of bus stops and Metro stations throughout the county for residents who wish to access public transportation.
- Map users are able see the locations of elementary, middle, and high schools plus hospitals in the county.
- Residents of the county can submit "Missed Street" or "Damaged Mailbox" service requests via the map with a click of a mouse.

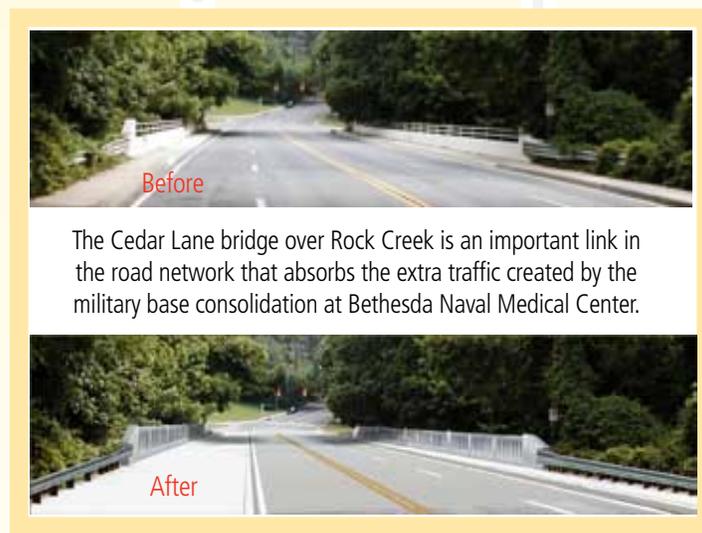
Pothole Filling – Over 2000 pothole requests were received and addressed during FY11 from the pothole form on the MCDOT website, as well as from MC311 Service Requests. Potholes are repaired with in three days of notification.

Street Sweeping – This program includes additional funding from the Department of Environmental Protection for sweeping roads situated in critical watersheds. The Division completed sweeping county-wide in the fall, 2011 after the fiscal year closed but by the end of FY11 the Division had collected more than 3,000 tons of road debris.

Grass Mowing Operations – During fiscal year 2011, the grass mowing program was revamped to bring operations in-house, reducing costs for contractual support. Several additional mowers were purchased and the program is now being implemented by County personnel with minimal contractual support.

Leafing Operations – The final round of leaf collections was completed in mid December this year after 29 working days. The total volume of leaves varies from year to year. This year's collection amounted to 127,407 cubic yards, about 28,000 cubic yards less than last year. A new staffing procedure was piloted utilizing a contract to provide temporary seasonal leafing employees to the County by a private vendor.

Tree Maintenance – The Division removed 1466 trees; planted 347 street trees; and pruned 328 trees. No stumps were removed due to fiscal constraints. At the close of FY11, arborist site inspections were experiencing approximately a 6 month backlog. The Division plans to resolve this inspection backlog with upcoming FY12 funding. Service request work for tree removals and pruning were running at an approximately 13 month backlog. Tree removals are scheduled according to first public safety, then threats to active power lines, then by the date received. Stump grinding has a backlog of more than two years. No stump grinding is funded in FY12.



The Cedar Lane bridge over Rock Creek is an important link in the road network that absorbs the extra traffic created by the military base consolidation at Bethesda Naval Medical Center.

DIVISION OF TRANSPORTATION ENGINEERING

Bruce Johnston, Chief

Transportation Projects Completed – The Division's commitment to a balanced transportation program resulted in a series of projects being completed in FY11. These included the following major improvements to the county's transportation infrastructure.

- Clarksburg Road bridge over Bennett Creek (\$1.6 Million)
- Stringtown Road Extended (\$500,000)
- Town of Chevy Chase storm drain improvement (\$3.3 Million)

Improve Pedestrian Connectivity Infrastructure – See special section detailing progress on the County Executive's Pedestrian Safety Initiative.

Base Realignment and Closure Investments – As the Walter Reed hospital proceeds toward closure and its functions are transferred to the National Naval Medical Center (NMMC), MCDOT continues to be a key player in the coordination of projects to be implemented

by the State for technical, financial, prioritization, and community participation aspects. The Division of Transportation Engineering designed or constructed a number of pedestrian and bicycle facilities around the NMMC in advance of the Walter Reed relocation. These projects include the following.

- Bikeway on the south side of Cedar Lane between Old Georgetown Road and Rockville Pike;
- Bikeway on the north side of Jones Bridge Road from Rockville Pike to Platt Ridge Road;
- Sidewalk widening along the east side of Rockville Pike between Jones Bridge Road and Cedar Lane;
- Implementation of bikeway signs and limited street lights on the south east quadrant of the intersection of Jones Bridge Road and Rockville Pike;
- Rehabilitation of the existing Cedar Lane bridge over Rock Creek.

MD355 Crossing Project – MCDOT received notice from the State Highway Administration and the Federal Highway Administration of the approval of its Environmental document for the County's major Base Realignment and Closure (BRAC) related work. The Categorical Exclusion granted will allow the County to use recently approved federal funds for work associated with a grade separated crossing under MD 355/Wisconsin Avenue from the Medical Center Metro Station to the Navy Medical Center, as well as high speed elevators connecting the Navy Center directly to the Metrorail station. The estimated cost for both projects is \$60 Million.

DIVISION OF PARKING MANAGEMENT

Steve Nash, Chief [Editor's note: Mr. Nash retired in January, 2012; Rick Siebert is now Chief]

Credit Card Payment Option – The Parking Lot Districts now have six garages that accept credit cards as a means of payment. The percentage of transactions by credit card was as high as 77 percent in some of these garages during the fiscal year. This program has provided a significant customer service improvement and reduced cash handling.

"Pay-by-Cell Phone" Technology – In FY10, the Division conducted a pilot project to evaluate a parking payment method that allows customers to use their cell phone to pay for parking at metered spaces. After successful testing, the program was activated in all four of the Parking Lot Districts. More than 162,000 transactions had occurred via this payment method by the close of FY11.

Self Release Booting Program – Vehicles with three or more overdue parking violations are eligible for booting. Several years ago a program was initiated that allows motorists to release the boot themselves upon payment over the phone with a credit card. This program has been highly successful for the County and its parking customers. For the second year the Division has reduced the parking ticket accounts receivable balance by slightly over \$500,000. These represent monies that either would previously have not been collected or would have taken extensive time. This initiative was implemented at virtually no cost to the County.



DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS

Emil Wolanin, Chief

Traffic Signal System Modernization – Conversion of the County's aging automated traffic signal management system is proceeding in phases, due to the magnitude of the undertaking. Phase 1 – planning and system engineering – is complete. In addition, as a backup local intersection timings have been installed at 400 intersections. In the event of a long term loss of communications, this feature can be manually activated at each intersection and will provide peak and non-peak cycle lengths, distribution of green time and synchronization/coordination that emulates the timings and control provided by the central computer. Phase 2 – deployment – by the end of FY11, 402 County signals were operating on the new system. This represents 52 percent of the system's 800 signals. All intersections will be converted to the new system and the existing system deactivated by the end of FY12. [Editor's note: by June, 2012, all signals had been converted to the new system.]

American Recovery and Reinvestment Act (federal stimulus program) funded traffic engineering projects – The Division used this special funding to complete four projects.

- Traffic Sign Upgrades – Approximately 2700 signs replaced.
- Guardrail End Treatment Replacements – 5000 linear feet of new guardrail along with 32 upgraded end treatments were installed along County roads.
- Uninterruptible Power Supplies for Traffic Signals – 43 Uninterruptible Power Supply/Battery Back-up (UPS/BBU) systems were installed at County owned traffic signals. Completion of this federally-supported project has increased the total number of traffic signals in the County outfitted with UPS/BBU to approximately 90.
- MD 124 Streetlighting – Installed 114 pedestrian lights.

Sign Replacements – The Division fabricated and installed approximately 4,560 signs in FY11.

Intersection & Corridor Safety Improvements – The Division completed construction of a variety of intersection and minor corridor projects that improve safety or add additional transportation capacity.

- Fairland Road at Serpentine Way and at Tamarack Road (new traffic signals)
- Boswell Lane at Glen Mill Road (geometric improvements)
- Randolph Road at New Hampshire Avenue (geometric improvements)

Traffic Studies – Traffic studies often result from safety concerns raised by residents that must be

investigated. The Division conducted 242 studies in FY11. From these, 2715 work orders were prepared and 175 Traffic Orders.

US Open Golf Tournament Support – The Division worked closely with the USGA to develop an effective event transportation plan. This included coordination of spectator parking, coordination of shuttle buses (at one point Ride On added a special route when the tournament's shuttle reached capacity), construction of two pedestrian bridges, and on-site management of traffic issues in the vicinity of the Congressional Country Club.

Traffic Calming and Other Pedestrian-Oriented Projects – See special section detailing progress on the County Executive's Pedestrian Safety Initiative.

DIVISION OF TRANSIT SERVICES

Carolyn Biggins, Chief

Smart Trip® card usage reaches new highs – Ride On bus fare boxes now accept the region's Smart Trip® card first developed for use on Metrorail. Usage this fiscal year reached a new high of 62 percent on Ride On. Paper transfers were eliminated and weekly bus passes are also available on Smart Trip® cards.



Ride On Service Reductions – Additional reductions in Ride On service beyond FY10's cuts mandated by continuing revenue shortfalls within the County were minimized with careful, creative surgical adjustments to service. The approved services reductions included late night frequency reductions, the elimination of branch and route segments, the restoration of all proposed full route eliminations and the addition of about 30 peak and off-peak frequency reductions. The postponed implementation date was September 5, 2010. The new service reductions represented approximately 2.3 percent of Ride On service.

New software implemented to achieve better route planning and bus operator assignments – The September, 2010 service change was the first operator assignment procedure in which the Division utilized its new scheduling software package called Trapeze.

Ride On Security – About 90 percent of the bus fleet is now equipped with security cameras.

Bus and Shelter Advertising – During FY11, 3,679 commercial ads were requested by local and national businesses and installed by the advertising contractor on Ride On buses. Of the total commercial ads installed, 1,943 were installed on the exterior of the buses and 1,736 were installed on the interior. 3,422 Montgomery County public service advertisements were also installed on the buses, primarily interior bus cards. Montgomery County placed 260 public service ads on the exterior of the buses. The bus advertising program generated approximately \$413,500 in revenues during FY11, an 11 percent increase over FY10 totals. In FY11, the first "King Kong" size advertising was placed on Ride On buses – large ads that wrap a large portion of the side of the bus. The installation was made on 20 buses. These size ads, which were for M&T Bank, net three times as much revenue for the County as a regular ad. Bus stop shelter revenues have also increased during FY11. The shelter advertising program generated \$257,100 in revenues in FY11, which was a 35 percent increase over FY10 totals.

Ride On Annual Food Drive – Ride On held its 24th food drive, called Give & Ride, in April, 2011. Under this annual program, bus passengers can ride free during the week by donating canned or nonperishable food. Food collected through the drive goes to the Manna Food Center, which feeds 3,000 hungry families a month in our area. Ride On collected more than 6,000 pounds of food for the hungry from this effort, down 9.5 percent from last year.

New Taxi Firm – Orange Taxi, the sixth cab company in the County, began operations, increasing cab company choices for travelers. The Division regulates all taxi service in the County.

New Bikesharing Program – In June, 2011, the Transportation Planning Board approved selection of Montgomery County for \$1.3 million in Job Access Reverse Commute grant funding from the US Federal Transit Administration over a two-year period. The funds will support a pilot test of bikesharing in the Rockville/Shady Grove area. The program is designed to provide linkages to transit, jobs, and job training for low income residents and employees and to provide connections to suburban employment sites.

Bike To Work Day – The Division's Commuter Services' staff and contractors planned and hosted a number of bicycle pit stops in Bethesda, North Bethesda, Silver Spring and Rockville, and assisted with others throughout the county on Bike To Work Day, Friday May 20, 2011. The County had a total of 10 pit stops, contributing to a record regional registration of more than 11,000 bicyclists. About 20 percent of the registrations in the region were for pit stops in Montgomery County.



TRiPS Transit Stores – The Division's TRiPS transit stores sold more than \$1 million in fare media in FY11, a 57 percent increase over the previous fiscal year. The number of transactions at the two stores – located in Silver Spring and Friendship Heights – also jumped 115 percent.

BUS RAPID TRANSIT PLANNING

Transit Task Force Formed – The County Executive formed in FY11 a Transit Task Force that later released a blueprint for a Countywide rapid transit system. The mission of the Task Force is to make a comprehensive rapid transit system a reality in Montgomery County. The Task Force will advocate for developing and implementing a system that is consistent with state transportation objectives and complements regional transit operations.

PEDESTRIAN SAFETY

Introduced by County Executive Isiah Leggett in December of 2007, this initiative provides additional resources to reduce pedestrian collisions and improve walkability in the county. Engineering, enforcement, and education activities – the so called “3Es” of pedestrian safety – are undertaken by various divisions within MCDOT and the Police Department.

Pedestrian Collision Data – The County Executive’s Pedestrian Safety Initiative is successfully reducing pedestrian collisions and improving safety. The following results are reported by the Police Department:

- There was a 15 percent decline in pedestrian collisions in the first six months of 2011, as compared to the five-year Avenuerage (174 in 2011 compared to 204 for the five-year Avenuerage.) [Editor’s note: the final 2011 pedestrian and bicycle crash statistics for the calendar year showed 399 total pedestrian collisions, coming in below 400 collisions for the first time in the past five years, with an 8 percent decline in 2011 from the 436 collisions in 2010.]
- The severity of pedestrian injuries is declining. Prior to 2007, severe injuries – where pedestrians were either killed or incapacitated from their collisions – exceeded 30 percent of all pedestrian collisions. This percentage has been declining since 2007.
- There was a 56 percent decline in pedestrian collisions in the County’s eight high incidence areas in 2010, as compared to the preceding five-year Avenuerage of collisions (18 in 2010 compared to 42 for the preceding five-year Avenuerage).
- Under the Safe Routes to Schools program, there has been a 70 percent decline in pedestrian collision from the three years preceding engineering, education and enforcement actions at the first schools addressed.
- There has been an 18 percent decline in pedestrian collisions from the three years preceding engineering improvements at locations where traffic calming and enhanced pedestrian facilities were constructed. Nine of the 11 locations saw a reduction in speeding of five miles per hour or more, dropping motorists’ speeds close to posted speed limits.

Safe Routes to Schools (SRTS) Education, Engineering, and Enforcement Activities – MCDOT successfully obtained a two-year State grant in the amount of \$116,100 for educational outreach and enhanced enforcement at select schools in the county. Over 14,000 parent surveys and tally sheets were distributed at all grant schools. The data from respondents was sent to the National Safe Routes data center for analysis and will allow MCDOT to track the progress being made at each school as well as showing us where improvements need to be made. Data from Spring 2009 to Spring 2010 showed a small increase in walking in two groups of schools where grant-funded outreach has occurred. A Train-the-Trainer Bike Rodeo Workshop was held in May, 2011, with 10 teachers from around the county participating. MCDOT partnered with Safe Routes to School Takoma Park and with the Washington Area Bicyclist Association (WABA) to put on this workshop. Training these teachers will allow them to conduct bike rodeos at their schools. The Division of Traffic Engineering and Operations completed 23 comprehensive and 24 partial evaluations at selected schools in FY11. These evaluations are followed up with infrastructure improvements. This engineering program has been reduced due to fiscal constraints.



INITIATIVE

PEDESTRIAN SAFETY



International Walk to School Day – This event was celebrated on October 6, 2010, with the East Silver Spring Elementary School being this year's host school within Montgomery County. Thirty Montgomery County Schools participated. Secretary Raymond LaHood of the U.S. Department of Transportation attended as well as Lt.

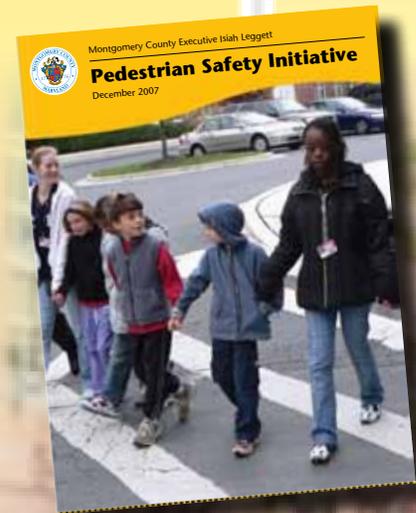
Governor Anthony Brown, County Executive Isiah Leggett, Directors of MCDOT and DFRS, representatives of the Montgomery County Public Schools, and other dignitaries.

Education Activities Countywide – Advertising connected with the regional Street Smart Campaign was launched in the spring on buses and transit shelters, featuring the "Giant Pedestrian Safety Problem." The ads were seen throughout the County. The County Executive elected to feature his Pedestrian Safety Program in this summer's MD Municipal League and MACo conferences. A multi-media display with the theme "data-driven results" was created for these two conferences. The display at the June, 2011, MML event received over 600 visitors. The display at the August MACo conference was again popular, with an estimated 450 visitors. Pedestrian safety flashing beacons were distributed at both.

Enforcement Activities – The County Police Department launched its Operation Safe Streets enforcement campaign. This enforcement strategy deployed officers on long stretches of roadways (corridors), in pedestrian collision high incident areas, and in designated Safe Routes to School areas, targeting a variety of offenses. Citations were issued to both drivers and pedestrians.

Pedestrian Safety / Neighborhood Traffic Calming – The Division of Traffic Engineering and Operations constructed a variety of intersection and corridor projects to improve pedestrian safety by slowing traffic speeds and improving the visibility or operation of pedestrian crossings.

- **Bethesda Church Road at Damascus High School** - bump-outs and relocated crosswalk enhancing safety for students crossing from the school to the retail centers on the other side of Bethesda Church Road.
- **Calverton Boulevard** – bump-outs and pedestrian refuge island, milling, resurfacing, and new pAvenement markings. Parking restrictions were established at several locations where the new striping pattern precluded it.
- **Dale Drive from US 29 to Wayne Avenue** – bump-outs and pedestrian refuge islands, pAvenement markings, and signing.
- **Germantown and Lake Forest Transit Centers** -- a new center median on Aircraft Drive. Traffic circulation at the back of the transit center was also modified. Similar improvements were installed at the Lake Forest Transit Center vicinity including a median barrier fence to guide pedestrians to the crosswalk.
- **Grubb Road at Lyttonville Road** – a series of bump-outs, sidewalk connections and bus stop improvements at the intersection.
- **Hewitt Avenue** – a series of pedestrian refuge islands and bus stop improvements between Georgia Avenue and Blue Spruce Lane.





- **Prince Phillip Drive** –multiple bump-outs and islands from Menden Farm Drive to MD 108.
- **Scenery Drive** - bump-outs, pedestrian refuge and islands from Golden Meadow Drive to Sceptre Ridge Terrace.

Pedestrian Road Safety Improvements in High Incident Areas – As part of the County Executive’s Pedestrian Safety Initiative, high incident areas were designated where data found significant numbers of pedestrian collisions were occurring. The first step toward implementing engineering, education, and enforcement actions is to conduct an audit of current conditions. This was done in the following areas.

- **Piney Branch Road** – MCDOT has installed Countdown Pedestrian Head signals at Piney Branch and Carroll, and two pedestrian refuge islands with flashing pedestrian warning beacons east between University Boulevard and the Prince George’s County Line. An additional 29 new streetlights have been installed; traffic signal timings at all of the traffic signals have been adjusted to assure that the pedestrian clearances are set for 3.5 feet per second walking speed; coordination to relocate and light bus stops and shelters is ongoing; lighting and signal malfunctions have been repaired. The sidewalk on the north side from Flower Avenue to Greenwood has been widened. The Division of Traffic Engineering and Operations partnered with the Division of Transportation Engineering to upgrade sidewalks and ADA ramps between Flower Avenue and Arliss Street. MSHA installed Accessible Pedestrian Signals with audible signals at the intersection of Piney Branch and Flower Avenue.
- **Wisconsin Avenue** - The State approved and the County installed Countdown Pedestrian Signals at signalized intersections between Leland and Old Georgetown Road.
- **Georgia Avenue** - The PRSA for the HIA at Georgia Avenue/MD 97 from Sligo Avenue to Spring Street was conducted in the spring of 2009. The audit report is being finalized.
- **Rockville Pike** - Improved signage and pavement markings for the intersections with Bou Avenue, Thompson Avenue, Rollins Avenue, Bouic Avenue, and Federal Plaza were approved by the State and installed by the County. Street lighting was improved at the intersections at Bou Avenue and near Federal Plaza. The State approved the County design and installation of upgraded pedestrian signals with LED bulbs on Rockville Pike at its intersections with Bou Avenue and the Federal Plaza Entrance. The Division of Transportation Engineering installed sidewalk and pedestrian improvements on MD 355 south of Bouic Avenue to Hubbard Drive.
- **Four Corners HIA** – The State approved the County design for a traffic/ pedestrian signal at MD193 West Crossover. This includes the upgrade of all pedestrian facilities (i.e., signals, push-buttons, ADA ramps) at this intersection.
- **Reedie Drive** - The Division of Traffic Engineering and Operations replaced the existing drainage grates on Reedie Drive and Triangle Lane with the upgraded standard that is more conducive to bike safety.



Drive Safe!® Walk Safe!™

Walk Safe!™ is a trademark of the University of Miami.

INITIATIVE

- **Randolph Road** - The Division of Transportation Engineering and Operations widened the sidewalk on the north side of Randolph Road from Selfridge Road to Charles Road, and on south side from Veirs Mill Road to Charles Road. New curbing was installed on north side of Randolph between Selfridge Road and Veirs Mill Road.

Education activities in High Incident Areas (HIA) – As part of the County Executive’s Pedestrian Safety Initiative, high incident areas were designated where data found significant numbers of pedestrian collisions were occurring. Education work was done in the following areas.

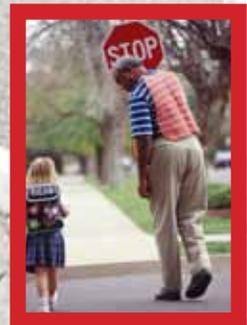
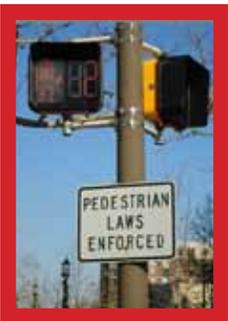
Piney Branch Road – Education activities along the Piney Branch Road HIA corridor utilized CASA de Maryland to field Bi-lingual Safety Promotion Teams to intercept pedestrians on the street and explain safe pedestrian practices. Observations of pedestrians at the intersection of Piney Branch and University indicate that there has been an improvement in safe pedestrian behaviors when crossing the street. Movie theater advertising was conducted in December, 2010 and May, 2011. In December, MCPD distributed over 2500 bright green shopping bags as part of their “Shop with a Cop” campaign, targeting pedestrians shopping near the HIAs for pedestrian collisions. This work was conducted during the period of typically elevated numbers of pedestrian collisions.

Annual Bikeway Program – The Division of Transportation Engineering installed bikeway signage on 10 additional routes in FY11.

Improve Pedestrian Connectivity Infrastructure – In FY11, the Division of Transportation Engineering constructed 30,840 linear feet of new sidewalk; reconstructed 12,074 linear feet of non-compliant sidewalks and ramps to meet ADA specifications; and installed 12,963 linear feet of new sidewalk connections to bus stops along with 22,805 square feet of concrete bus stop pads. Total investments for this work amounted to \$3,438,000.

Pedestrian Signal Retiming – This is a program for retiming pedestrian clearance intervals at traffic signals to reflect a trAvenuel speed of 3.5 feet per second, a reduction from the previous 4.0 feet per second. Concurrently, vehicle clearance intervals (yellow and all red) are reviewed and adjusted as required. The Division of Traffic Engineering and Operations completed retiming 56 signals in FY11. This brings to a total of 254 signals being retimed out of all 800 signals in the County.

Crosswalk Marking – The Division of Traffic Engineering and Operations marked a little under 200 crosswalks in FY11. There are more than 4000 marked crosswalks in the County.



DIRECTIONS

The divisions have numerous initiatives or new projects they plan to begin in Fiscal Year 2012 and beyond. Implementation of these programs, projects, or services will be contingent upon available resources, which currently are severely constrained. Some will be tested and evaluated prior to full scale implementation.

DIVISION OF HIGHWAY SERVICES

Keith Compton, Chief

Investigate New Technologies for Roadway Maintenance – The Division will be testing various new systems to assist in the efficient operations of its road maintenance functions. These include the use of automatic vehicle locators (AVL), GPS navigation, road information weather technologies for snow clearance, and a maintenance decision support system for general operations.

Residential Road Rehabilitation – The next community to receive this comprehensive treatment is Forest Glen. Concrete work in the community under Phase II will be completed in early FY12, with paving work expected to be complete by the spring of 2012. Once Forest Glen is completed, work will be scheduled for the Franklin Knolls community in the eastern part of the county, just below the Beltway. That concrete and resurfacing work on approximately 14 lane miles is expected to take two years, entailing about \$3 million in investments.

American Recovery and Reinvestment Act (federal stimulus program) funded

primary/arterial streets – The Division will use this special funding to complete the final two resurfacing projects that were funded under this federal program. Hot mix asphalt will be used to resurface 4.9 lane miles of Travilah Road from Dufief Road to River Road; and 3.7 lane miles of Wightman Road from Brink Road to Goshen Road. [Editor's note: the resurfacing of Travilah Road was completed in April, 2012.]

Renew Montgomery Resurfacing Work – The Renew Montgomery program coordinates various departmental programs and services such as replacement of sidewalks, curbs, gutters, and storm drains, tree trimming or removal, new signage, or other similar work. These are focused on specific neighborhoods in need of infrastructure refurbishment. The core of the program is concrete curb, gutter, and sidewalk repairs followed by resurfacing of residential streets. These programs are provided by Highway Services. The Division will be scheduling resurfacing projects that, due to fiscal constraints in the past, have lagged behind the concrete work, so that several neighborhoods currently mid-way through the program can be successfully completed.



Snow Clearance: GPS for Plow Operators – A pilot program will be launched in FY12 to test the use of GPS units to assist snow plow operators. Each County truck and all contractors for winter operations will be equipped with a TomTom navigation device. The devices will be programmed with all 220 snow plow routes. The device will take the operator to the beginning of the route, then provided detailed turn-by-turn instructions through the entire route. The equipment should build efficiencies into the snow removal program and minimize missed streets. Each device costs less than \$200.

Snow Clearance: Route Planning – A new "route optimization" initiative will be tested at the Silver Spring depot.

Snow Clearance: New Type of Snow Plow – A new heavy snow plow truck with a "wing plow" was added to the Divisions inventory of equipment to move snow off County streets, roads, and arterials. This truck features an additional plow blade along the side that extends outward, like a wing, to broaden the plow area covered with each sweep. This vehicle is one of 14 new trucks acquired by the

Department of General Services, Fleet Division for use by Highway Services.

DIVISION OF TRANSPORTATION ENGINEERING

Bruce Johnston, Chief

Effective Construction Project Management – Continue to require Critical Path Method (CPM) scheduling by contractors to enable efficient review of contractor progress, allow early identification of potential delays, and enhance the ability to develop recovery schedules in the event of slippage.

Explore Innovations to Shorten Project Construction

Timeframes – Continue to evaluate the CIP program to identify suitable candidate projects for accelerated construction and innovative contracting. Innovative contracting measures can include such measures as incentive/disincentive clauses to promote the timely reopening of an impacted road, or improved coordination of utility infrastructure relocation in advance of construction, thereby mitigating potential delays associated with utility work.

Major Transportation Projects Planned – Construction will be starting or continuing in FY12 and beyond on the following projects.

- Cedar Lane Bridge (\$4,000,000)
- Dale Drive Intersection (\$1,000,000)
- Dale Drive Sidewalk – Mansfield Road to Hartford Avenue (\$4,000,000)
- East Gude Drive Bridge rehabilitation (westbound) (\$2,000,000)
- Father Hurley Blvd Extended (\$11,000,000)
- Nebel Street Extended (\$6,000,000)
- Old Georgetown Road Bridge (\$1,000,000)

- Woodfield Road Extended (\$7,000,000)
- Watkins Mill Road Extended (\$8,000,000)
- White Ground Road Bridge Replacement (\$1,000,000)
- An additional 27 road, sidewalk, trail, storm drain, or bridge projects are in design as part of the Facility Planning process.

Sidewalk Network Assessment – The Division will seek funding to undertake a pilot assessment at one or more selected neighborhoods of the sidewalk network and nearby activity centers in order to ascertain connectivity gaps and other needed improvements to the existing pedestrian and biking infrastructure.

DIVISION OF PARKING MANAGEMENT

Steve Nash, Chief [Editor’s note: Mr. Nash retired in January, 2012; Rick Siebert is now Chief]

New Underground Parking Garage in Silver Spring – Open in 2012 Public Parking Garage 16 in Silver Spring on the site of a former surface parking lot. The garage is part of a public/private partnership that will add street-front retail and a mix of affordable and market rate housing to the area. The new garage will be a two level 160 space County-owned and operated public parking garage replacing a 60 space surface lot.

New Underground Parking Garage in Bethesda – Begin construction of a mixed use development in south Bethesda on the site of Public Parking Lot 31 located at the corner of Bethesda and Woodmont avenues. The project is a public/private partnership that will add street-front retail and a mix of affordable and market rate housing to the area. The project also includes a four level County-owned and operated public parking garage to provide parking supply in this economically vibrant area. The garage construction will last 30 months. The new garage will offer 940 spaces of County-owned and operated public parking, replacing a 279 space surface lot.

Pilot a System to Provide Parkers with Available Space Information – Install a vehicle counting and space availability display system in the Bethesda-Elm Public Parking Garage 57 between Elm Street and Bethesda Avenue in south Bethesda. This garage serves as the principal source of short term parking for the Bethesda Row area with the closure of Public Parking Lot 31 at the corner of Woodmont and Bethesda avenues. This system will significantly enhance the parking way finding system for this area. If the system proves successful, the Division will seek funding to expand its usage. [Editor’s note: the pilot became operational at the Bethesda-Elm garage in February, 2012.]

Implement New Long Range Parking Policies – Begin implementation of the recommendations of the joint MCDOT/M-NCPPC far reaching parking policy study completed in 2011. The

results of this study will also impact the re-write of Chapter 59E of the County Code by M-NCPPC. This section of the Code defines the parking space requirements based on defined land use categories. The study’s recommendations will help set the direction of the supply and management of public parking for the next generation and may provide a basis to make significant changes to parking policy specified in the County Code.

Install More Efficient Lighting in Parking Facilities – Execute a five-year program to replace aging and inefficient lighting in public garages with new energy efficient lighting systems. This work is part of the approved Bethesda, Silver Spring and Wheaton Facility Renovation project within the Capital Improvement Program.

On-line Parking Permit Renewal – Continue the process of developing an on-line system for the renewal of residential and monthly parking permits. This would provide another renewal option in addition to renewing by mail or in-person at sales stores.

Evaluate “Smart (On-street Parking) Meters” – Initiate a pilot program to evaluate competing systems for “smart” on-street individual parking meters. The pilot will be evaluating approximately 40 meters of each type to be located in the Woodmont Triangle area of Bethesda. The smart meters have a number of enhanced features including the ability to accept credit cards payments and sensors to provide real time and historical occupancy data. The pilot will gather data on system functionality and reliability as well as ease of customer use. A successful pilot may result in the replacement of meters throughout the entire system. [Editor’s note: this pilot was initiated in March, 2012.]



DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS

Emil Wolanin, Chief

Traffic Signal System Modernization – All 800 intersections will be converted to the new system and the existing system deactivated by the end of FY12 (June, 2012) – a two year acceleration in the original modernization project.

Battery Back-Up for Traffic Signals – 90 of the 250 County owned traffic signals are equipped with power back-up capabilities to maintain signal operation when electrical service is lost. The remaining 160 locations will be outfitted with the same equipment over a 3 year period (FY13-15).

Improve Pedestrian Safety in High Incidence Areas – The Division will continue to work with the State to expedite the construction of significant traffic and pedestrian safety improvements in high incidence areas that involve State roads. The Division will partner with other agencies and developers to leverage needed safety improvements with planned development and capital projects.

Improve Pedestrian Safety through the Installation of Traffic Calming Projects -- The Division will continue to identify locations for construction of a variety of intersection and corridor projects that improve pedestrian safety by slowing traffic speeds and improving the visibility or operation of pedestrian crossings. Planned projects include:

- Boiling Brook Parkway
- Castle Boulevard
- Contour Road
- Crystal Rock Drive
- Highland Elementary School
- Sangamore Road
- Shady Grove Middle School

Traffic Signal Construction Projects – The Division will design, construct, modify, or rebuild signals to keep pace with the growth in travel and motorists’ needs. Currently planned projects include:

- Bowie Mill Road, Cashell Road, and Wickham Drive
- East Jefferson Street and Ring House (pedestrian crossing signal)
- Falls Road and Oaklyn Drive
- Henderson Corner Road and Seneca Crossing Drive (intersection control beacon)
- MacArthur Boulevard and Clara Barton Parkway
- Tuckerman Lane and Gloxina Drive

In addition, the Division plans to develop a contract to establish an assessment of need process. The contractor would develop methodology and evaluation criteria; conduct field investigations to evaluate signal installation based on approved criteria; and create a prioritized list of candidate signals.

Improve Traffic Movement and Safety at Selected Locations

– The Division will continue to identify intersection and limited corridor candidates for geometric improvements that will reduce congestion and improve safety.

Planned projects include:

- Darnestown Road and Riffleford Road
- Democracy Boulevard and Seven Locks Road
- East Gude Drive and Southlawn Lane
- Great Seneca Highway and Longdraft Road
- Middlebrook Road and Great Seneca Highway
- Sam Eig Highway and Diamondback Drive
- Wightman Road and Montgomery Village Avenue



DIVISION OF TRANSIT SERVICES

Carolyn Biggins, Chief

Information at Bus Stops – Ride On is implementing an automated transit information system, to be called Ride On Real Time, which will provide automated real-time bus information on the web, on PDAs and cell phones, and at transit stations. The Division is also planning to implement an integrated voice recognition system in the future. [Editor’s note: patrons can access the service now at www.rideonbus.com.]

New buses – Ride On will continue to pursue new technologies available on new vehicle purchases to reduce emissions, including clean diesel fueled buses. The Division is also planning on taking delivery of additional clean buses through a purchase funded by the American Recovery and Reinvestment Act (federal stimulus program). [Editor’s note: 13 new buses – 12 hybrid electric-diesel and 1 clean diesel – arrived in December, 2011.]

Expansion of facilities – Ride On will expand its Gaithersburg facility and construct a new depot to accommodate planned growth in bus service needs. After the new facility opens, the existing depot on Crabb’s Branch Way will eventually be replaced with mixed use development, transitioning the area around the Shady Grove Metro from light industrial uses to transit-oriented housing by building up to 6,500 new units, including affordable and workforce housing. [Editor’s note: ground was broken on the new depot off of Shady Grove Road in July, 2011.]

Re-establish Printed Customer Materials – With the recent fiscal downturn, many printed materials, such as maps and timetables, had to be suspended. The Division hopes to begin

printing these again in the near future. On the other hand, all Ride On passes are planned to be on the SmarTrip® card by late 2012, eliminating paper passes.

Alternate Transportation in the White Flint Sector Plan area – The Division’s Commuter Service section will investigate the feasibility of offering aggressive mode share incentives to promote ridesharing and transit use in this fast growing part of the county.

New Car- and Bike-Sharing Programs – The Division plans to initiate a car sharing program in cooperation with MCDOT’s Division of Parking Management within the Parking Lot Districts. The Division is also planning a new bike sharing program within central business districts. These innovative options will provide commuters with increased flexibility when traveling by transit or ridesharing.

Identification/user Card for Call ‘N Ride participants – The Division will explore the feasibility of converting the existing coupon system to a paperless electronic card system, eliminating the volume of coupons that require daily manual administration by staff, and enhancing the senior transportation service.

THE MCDOT ORGANIZATION

When County Executive Isiah Leggett was elected in November, 2007, he announced a series of principals that would characterize his administration. He vowed to pursue the common good by working for and with Montgomery County's diverse community members to provide an effective and efficient transportation network, among other goals.

Soon after taking office he began reviewing various departments in the Executive Branch. The reorganization of the then Department of Public Works and Transportation was subsequently announced. MCDOT now focuses on moving people and vehicles within a balanced, coordinated, and safe network of transit, roads, bikeways, and pedestrian facilities. Below are the divisions and sections within each that make up the department.

DIRECTOR'S OFFICE

Transportation Policy
Metro and MARC Liaison
State Highway Liaison
Sustainability Coordination
Community Outreach (Outreach Programs: 240.777.7155)

DIVISION OF HIGHWAY SERVICES

(Customer Service: 311)
Field Operations
Pavement Management
Tree Maintenance
Administrative/Management Support & Services

DIVISION OF PARKING MANAGEMENT

(Customer Service: 311)
Engineering & Maintenance
Financial Management
Operations
Management Services & Property Development

DIVISION OF TRAFFIC ENGINEERING & OPERATIONS

(Customer Service: 311)
Traffic Engineering Design & Operations
Traffic Engineering Studies
Transportation Management
Management Services

DIVISION OF TRANSIT SERVICES

(Transit Information: 311)
Operations
Customer & Operations Support
Operations Planning
Commuter Services
Medicaid & Senior Transportation Management Services

DIVISION OF TRANSPORTATION ENGINEERING

Transportation Planning & Design
Transportation Construction
Property Acquisition
Engineering Services



For detailed contact information, visit the department's website at montgomerycountymd.gov/mcdot. Contact the Community Outreach office at 240.777.7155 to request a copy of the "Residents' Guide to Services" brochure. Community Outreach also publishes a listing of resident/business advisory committees, a fact sheet on the department, a progress report on the Renew Montgomery program, and a handbook on the procedures used by the County to implement capital projects from concept to construction. This booklet is entitled "How to Get What You Need at MCDOT." An overview of the County Executive's "Pedestrian Safety Initiative" and brochures on various specific MCDOT programs are also available from this office.



MCDOT AT WORK . . .

Montgomery County Government
Department of Transportation

2012 RENEW MONTGOMERY

Restoring Neighborhood Infrastructure
Progress Report through June 2012

Isiah Leggett, County Executive
Arthur Holmes, Jr., Director

CALL 'N RIDE \$2.00
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Any type of fraud, misuse or abuse of CWR Coupons is punishable by law.

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Montgomery County, Maryland Department of Transportation

How to Get What You Need at MCDOT!

Handbook on the Process for Transportation Projects

Isiah Leggett, County Executive
Arthur Holmes, Jr., Director
montgomerycountymd.gov/mcdot

Effective September 2009

REAL TIME

Montgomery County Transit

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Montgomery County, Maryland
Department of Transportation

Isiah Leggett, County Executive
Arthur Holmes, Jr., Director

Residents' Guide to Services

311
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Outside of Montgomery County call 240-777-0311

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Montgomery County, Maryland
Department of Transportation

Safe Routes to School Program

Encouraging our children to walk and bike to school

Guidelines for Your Child's Safety While Traveling To and From School

Montgomery County, Maryland
Department of Transportation

BELIEVE IT

2010 OR NOT!

A few astounding facts related to the services and programs of MCDOT!

Isiah Leggett, County Executive
Arthur Holmes, Jr., Director
montgomerycountymd.gov/mcdot

Kids Ride Free

12-7 PM, MONDAY - FRIDAY
EXPIRES OCTOBER 31, 2012

Student Name: _____
School Name: _____
Parent Signature: _____

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Montgomery County Government
Department of Transportation
DIVISION OF HIGHWAY SERVICES

When It Snows ...

Isiah Leggett, County Executive

Printed in December 2010

OCTOBER 2012 MONTHLY PASS \$45

Ride On
Montgomery County Transit

No. 000000







MCDOT's Website: montgomerycountymd.gov/mcdot

MCDOT's Customer Service Center: 311

MCDOT's Transit Information Center: 311

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www.montgomerycountymd.gov/311

For calls made outside of Montgomery County: 240-777-0311
301-251-4850 TTY



For additional copies, write mcdot.outreach@montgomerycountymd.gov
or call 240.777.7155



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