Pedestrian Safety Initiative Update

Initiative Meeting #9

14 May 2012

CountyStat

CountyStat Principles

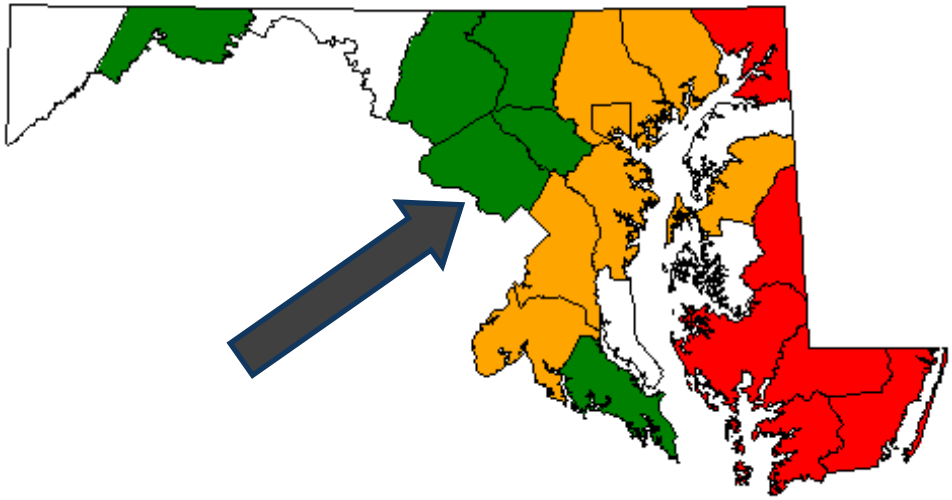
- **Require Data Driven Performance**
- **Promote Strategic Governance**
- **Increase Government Transparency**
- **Foster a Culture of Accountability**

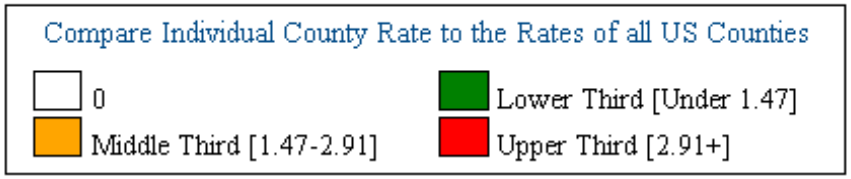
Agenda

- **Introductions**
- **Comparison of Regional Pedestrian Collision Data**
  - Pedestrian Fatalities Indicator
  - Pedestrian Collisions
- **Trends in Police Traffic Collision Data**
- **High Incidence Area Strategy Update**
  - Highlighted Improvements to Each High Incident Area
- **Safe Routes to School Strategy Update**
- **Traffic Calming Strategy Update**
- **Sidewalk and Bus Stop Improvement**
- **Other Programmatic Highlights**

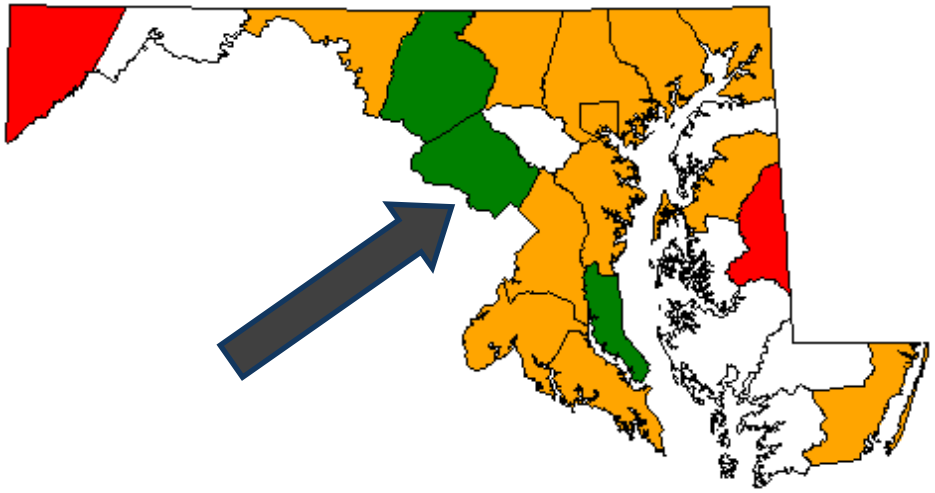
Pedestrian Fatalities – National Rate Comparison

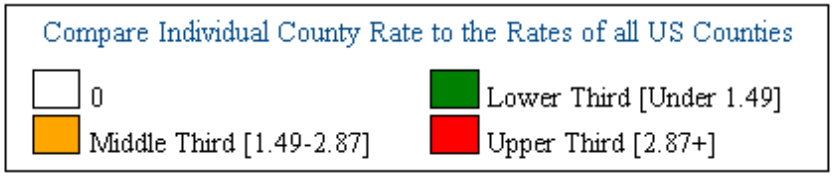
2009 Pedestrian Fatalities per 100,000 (National Comparison)





2010 Pedestrian Fatalities per 100,000 (National Comparison)



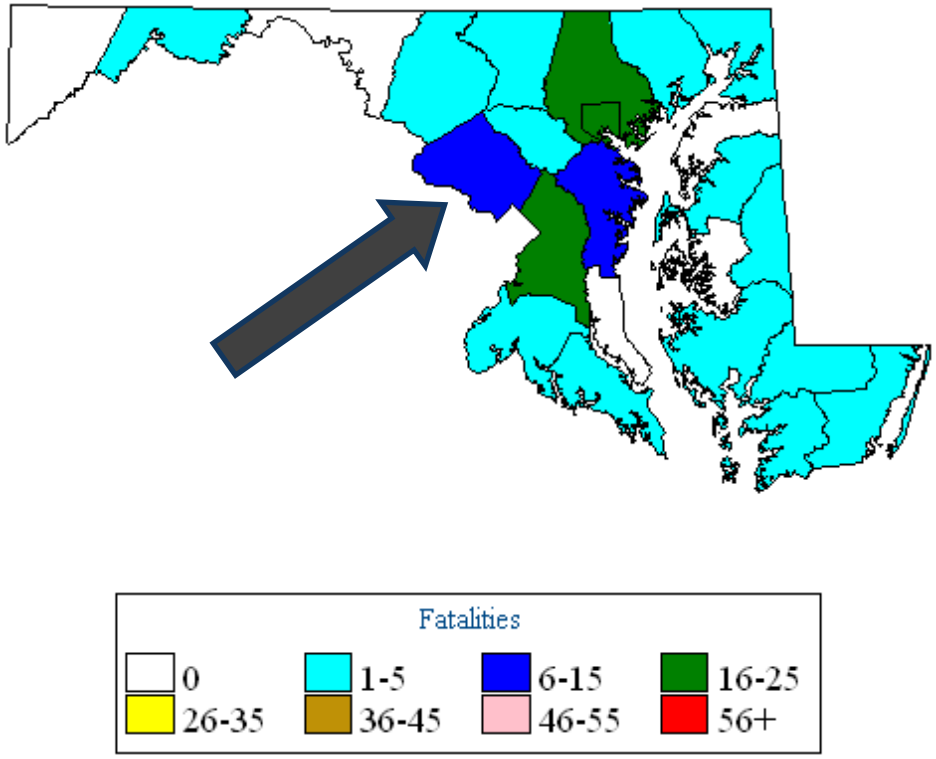


Source: National Highway Traffic Safety Administration: Fatality Analysis Reporting System

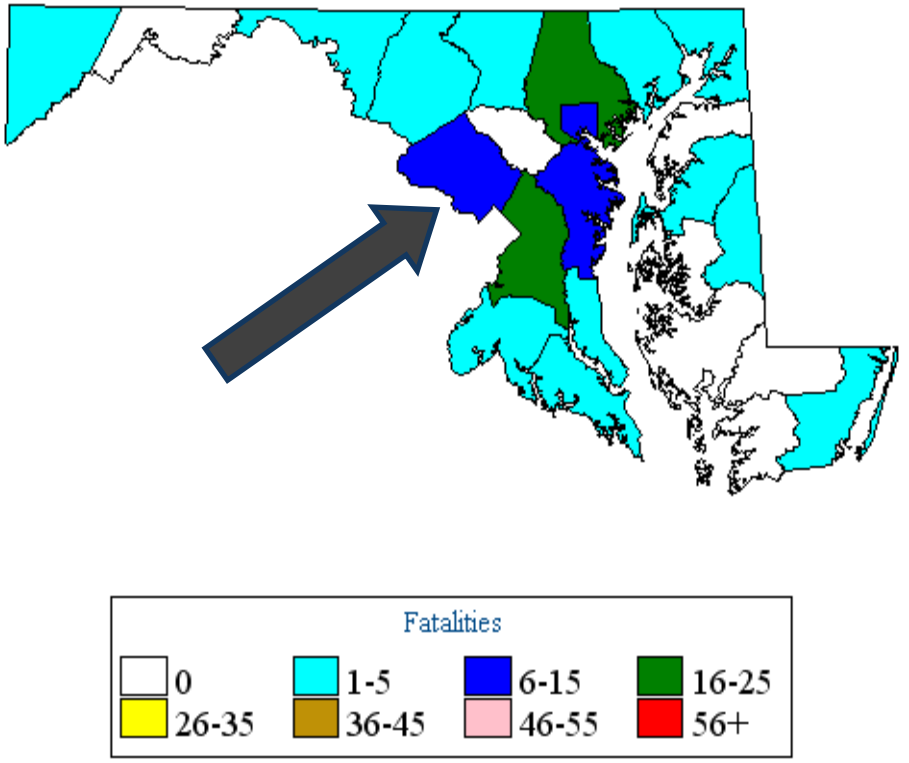
Data may vary from local jurisdiction's reported figures

Pedestrian Fatalities - Maryland Comparison

2009 Pedestrian Fatalities



2010 Pedestrian Fatalities



Source: National Highway Traffic Safety Administration: Fatality Analysis Reporting System

Data may vary from local jurisdiction's reported figures

Regional Comparison of Pedestrian and Bicyclist Fatalities

STREET SMART

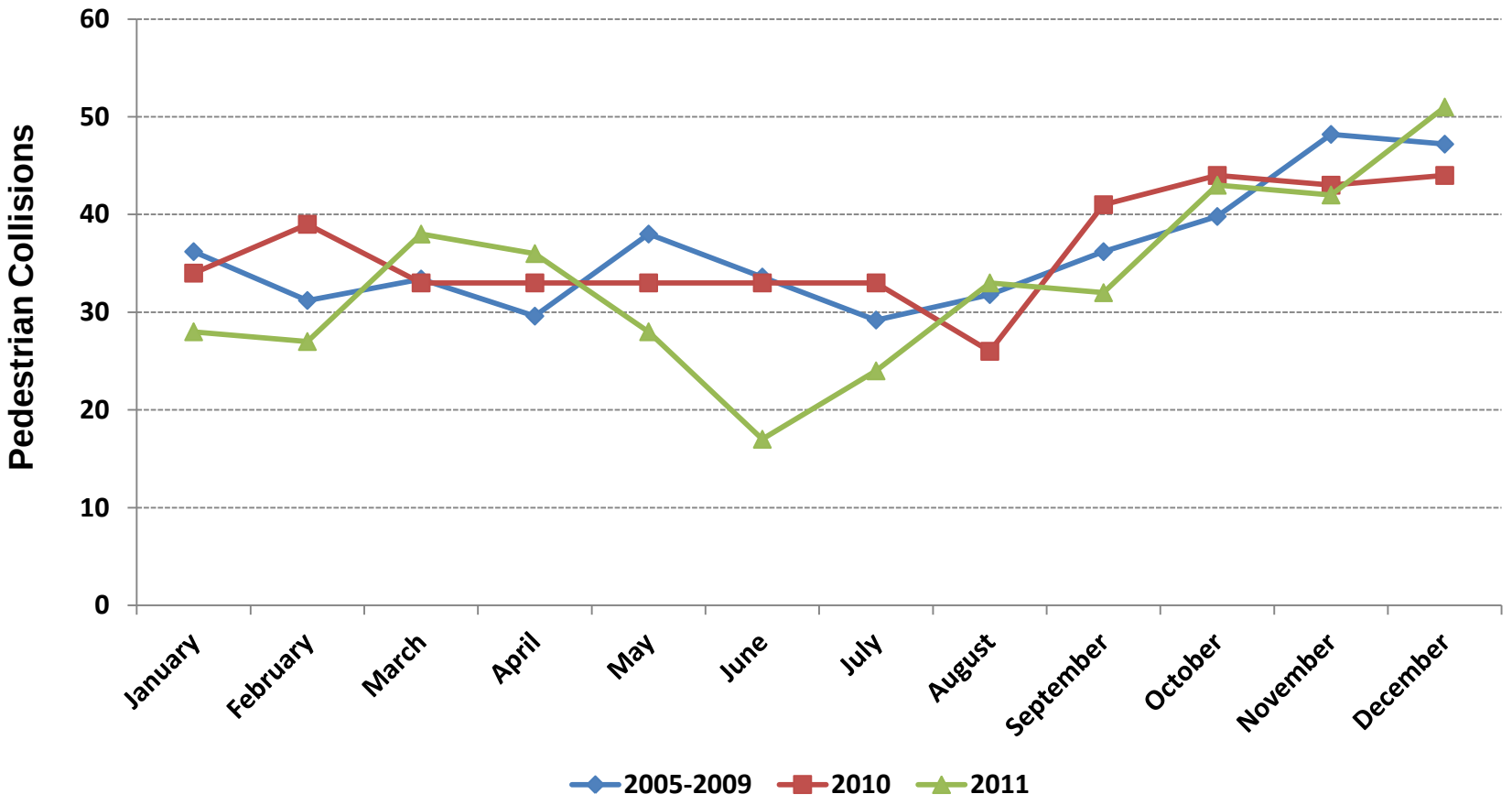
Jurisdiction	2006	2007	2008	2009	2010	Total
District of Columbia	17	27	15	16	16	91
Charles County	2	6	1	3	3	15
Frederick County	4	1	0	1	4	10
Montgomery County	18	18	19	15	14	84
Prince George's County	20	29	41	23	23	136
Arlington County	1	1	1	4	1	8
City of Alexandria	1	2	0	0	2	5
Fairfax County	20	17	4	11	13	65
City of Fairfax	0	1	0	2	0	3
City of Falls Church	0	0	0	0	2	2
Loudoun County	1	3	0	1	2	7
City of Manassas	0	1	0	0	0	1
City of Manassas Park	0	0	0	0	0	0
Prince William County	7	5	6	6	6	30
Total	91	111	87	82	86	457

Montgomery County Pedestrian Collisions and Fatalities

	2005	2006	2007	2008	2009	2010	2011
January	36	31	32	48	34	34	28
February	28	28	33	30	37	39	27
March	37	28	34	37	31	33	38
April	26	25	35	34	28	33	36
May	27	36	34	47	46	33	28
June	41	33	29	24	41	33	17
July	24	29	20	37	36	33	24
August	28	37	26	36	32	26	33
September	39	39	38	35	30	41	32
October	48	42	37	31	41	44	43
November	48	49	60	38	46	43	42
December	52	52	34	47	51	44	51
Total Collisions	**434**	**429**	**412**	**444**	**453**	**436**	**399**
Per 100,000	46.7	45.9	43.8	46.6	46.8	44.9	40.5
% Level 4 & 5 (serious injuries)	30.0%	32.6%	29.4%	25.5%	28.8%	25.8%	25.6%
Total Fatalities	**10**	**18**	**17**	**19**	**14**	**13**	**11**
Per 100,000	1.1	1.9	1.8	2.0	1.4	1.3	1.1

Source: Population estimates based on US Census data

Montgomery County Pedestrian Collisions



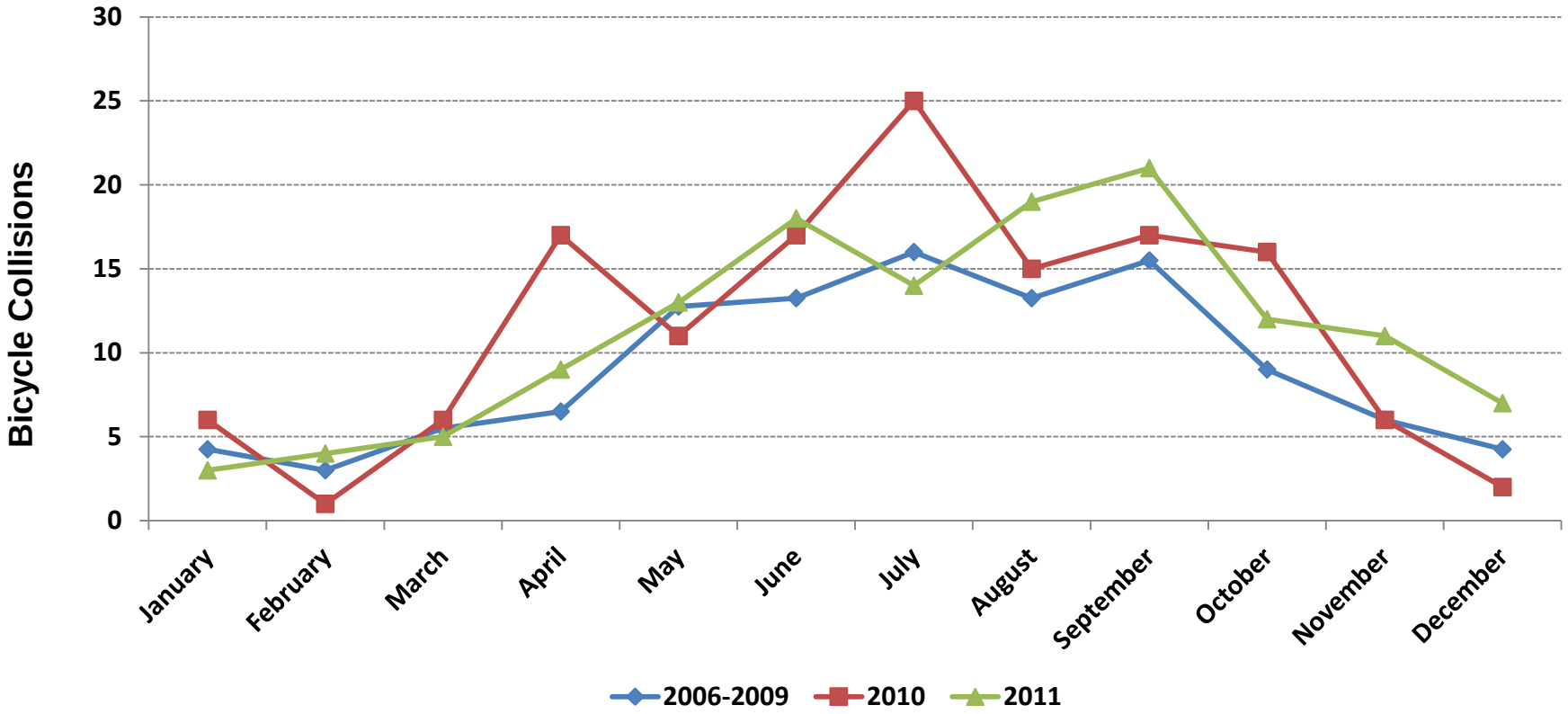
Pedestrian collision data demonstrates similar trends in the fall months in 2010 and 2011in comparison to the 2005-2009 average

Montgomery County Bicycle Collisions and Fatalities

	2006	2007	2008	2009	2010	2011
January	6	1	5	5	6	3
February	6	0	5	1	1	4
March	11	6	2	3	6	5
April	8	6	2	10	17	9
May	13	15	8	15	11	13
June	15	13	10	15	17	18
July	13	21	18	12	25	14
August	14	13	15	11	15	19
September	15	20	8	19	17	21
October	7	9	11	9	16	12
November	9	7	5	3	6	11
December	3	6	6	2	2	7
Total Collisions	**120**	**117**	**95**	**105**	**139**	**136**
Total Fatalities	**0**	**1**	**0**	**1**	**1**	**0**

Source: Population estimates based on US Census data

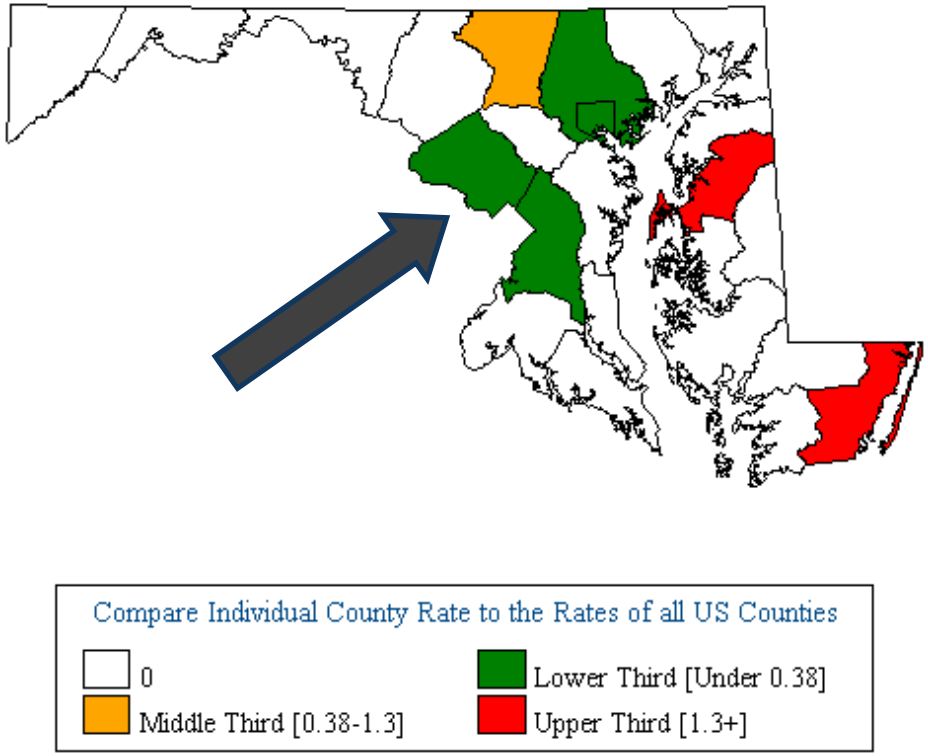
Montgomery County Bicycle Collisions



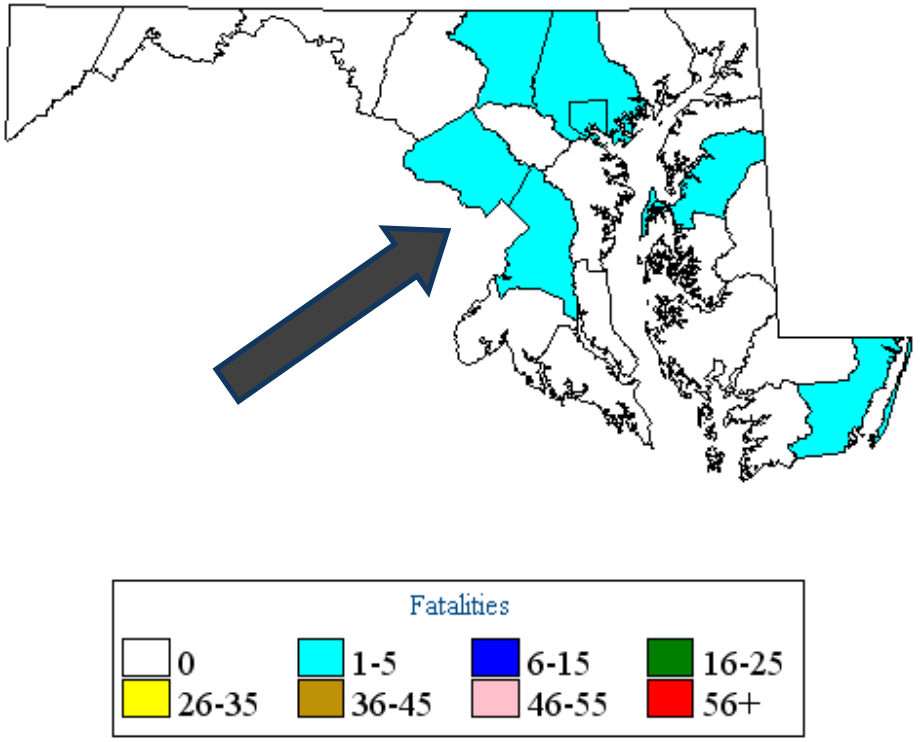
	2006	2007	2008	2009	2010	2011
Ped Crashes	429	412	444	454	436	399
Bicycle Crashes	120	117	95	105	139	136
Bicycle as % of all Ped & Bike	22%	22%	18%	19%	24%	25%

2010 Pedalcyclist Fatalities - Maryland Comparison

Pedalcyclist Fatalities per 100,000
(National Comparison)



Pedalcyclist Fatalities
(National Comparison)



Source: National Highway Traffic Safety Administration: Fatality Analysis Reporting System

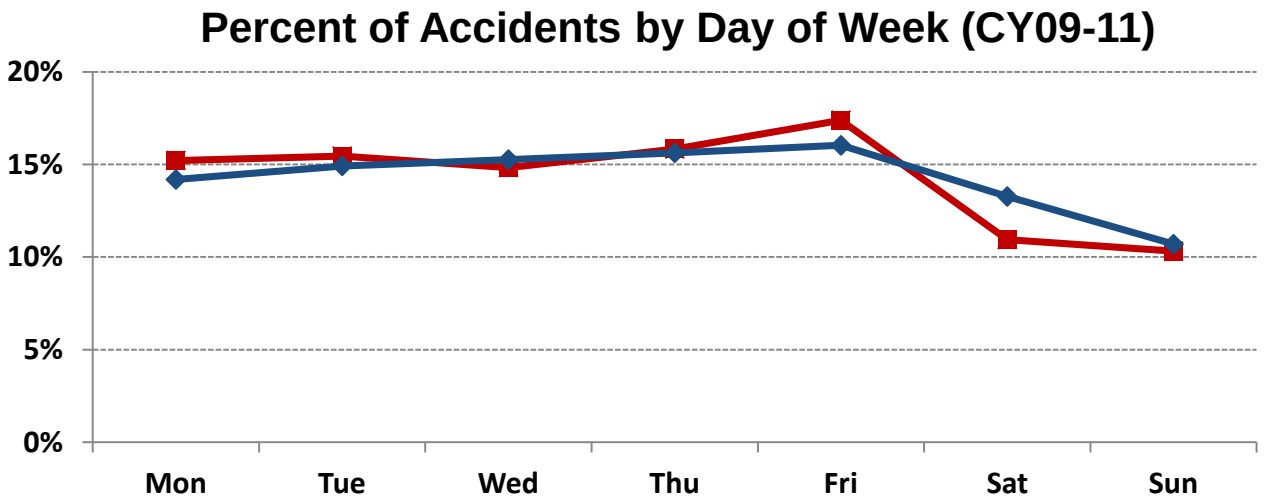
Data may vary from local jurisdiction's reported figures

Traffic Data Collection and Performance Reporting: Constraints of Current Practice

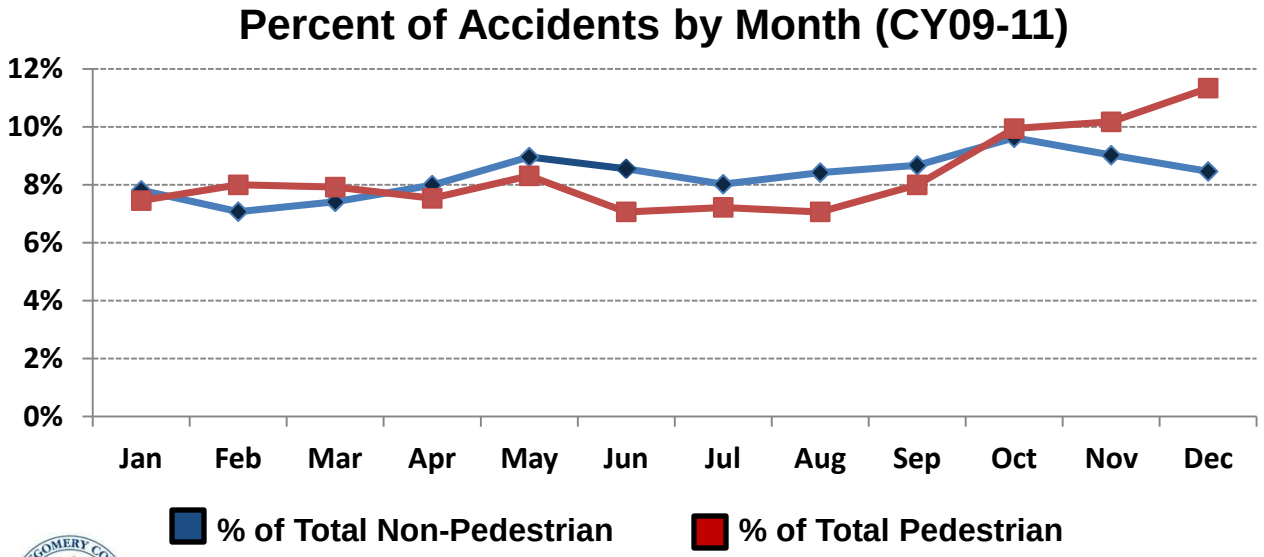
- Currently the Police Traffic Division relies on a legacy Microsoft Access database (created in 2000) to store collision data and generate analysis
  - This database is tactical in nature and does not provide a comprehensive listing of all incidents
  - All entries are currently made manually
  - Reliability of the legacy data is questionable due to inconsistent data management practices from 2007-2009

- The lack of geo-coded data limits the ability of the County to conduct geospatial analysis
  - Currently accident data is coded by intersection or lane mile, which require laborious manual validation of the address to ensure accuracy
  - A new forthcoming State of Maryland system should include geospatial coordinates stamped by the officer's laptop GPS unit
  - This feature will require the officer to record the incident correctly in the field but will have a significant impact on reducing the burden on post-incident analysis.

Trends in Pedestrian Accidents: Time Variables

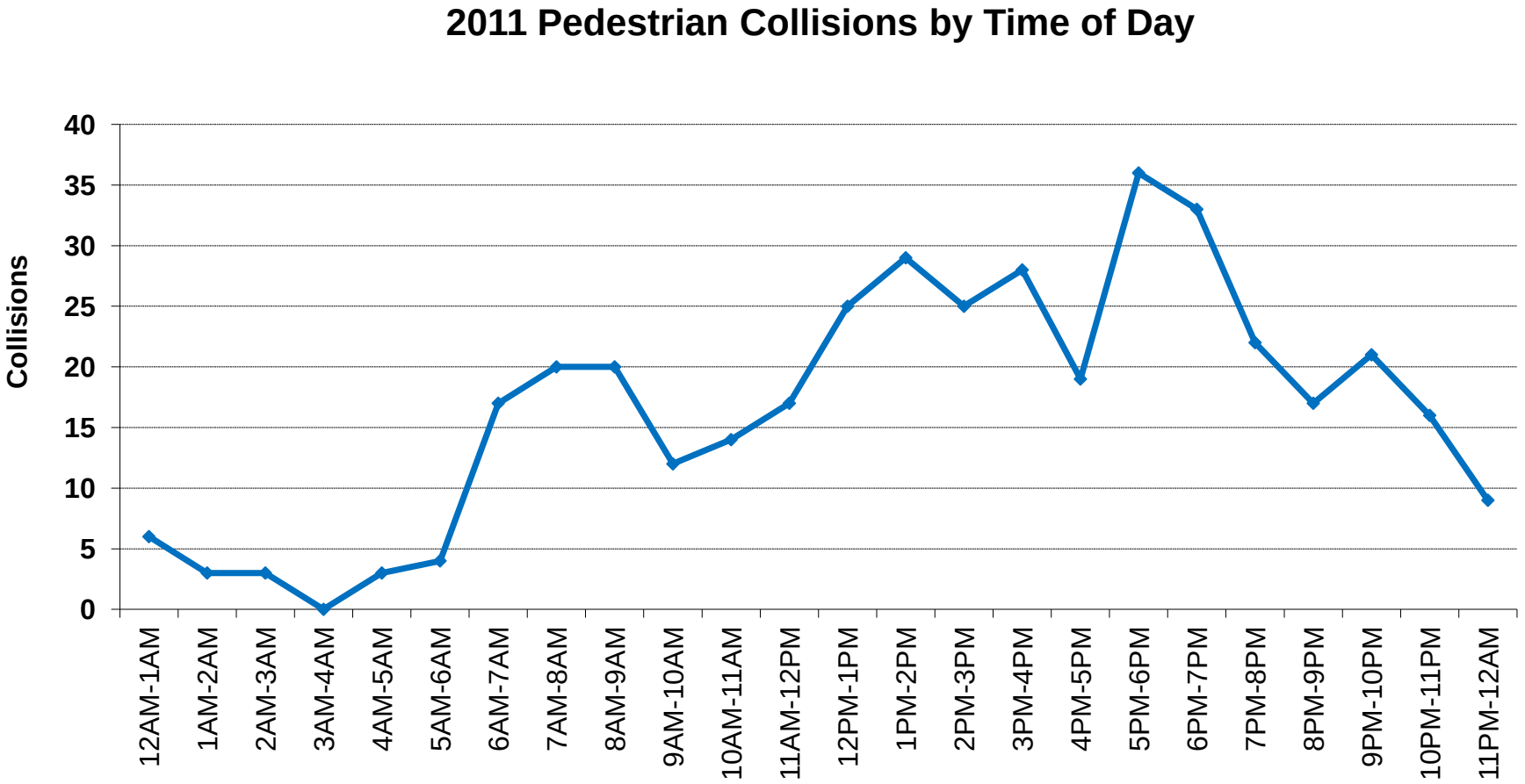


All types of accidents decline during the weekend days after a peak on Friday.



The largest disparity between pedestrian and non-pedestrian accidents occurs during the early winter months.

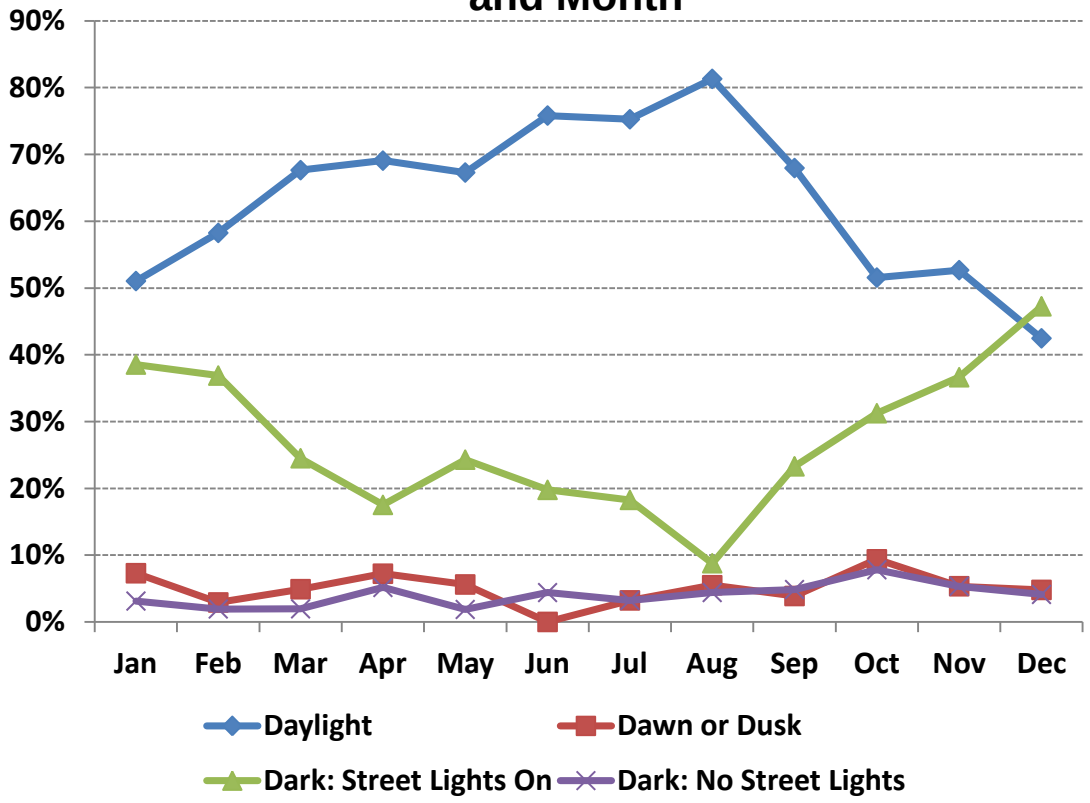
Trends in Pedestrian Accidents: Time Variables



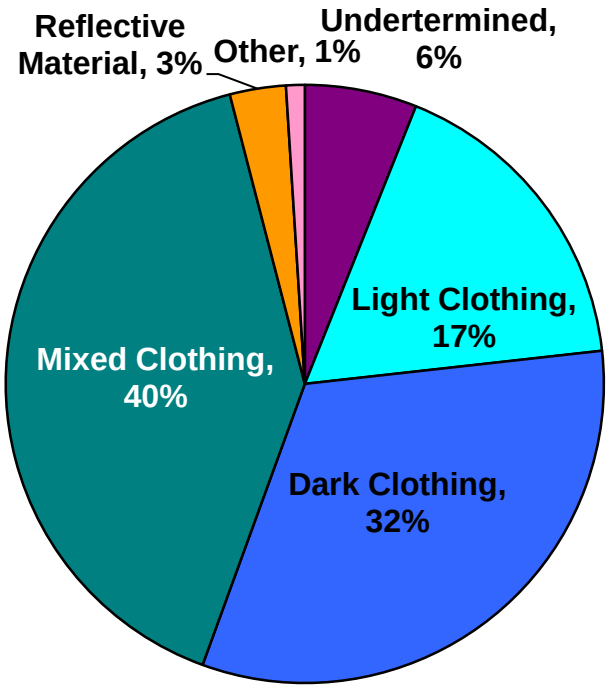
In 2011, pedestrian collisions peaked during the late afternoon and early evening rush hours.

Trends in Pedestrian Accidents: Comparison of Time of Visibility Variables

2009-2011 Collisions by Lighting and Month



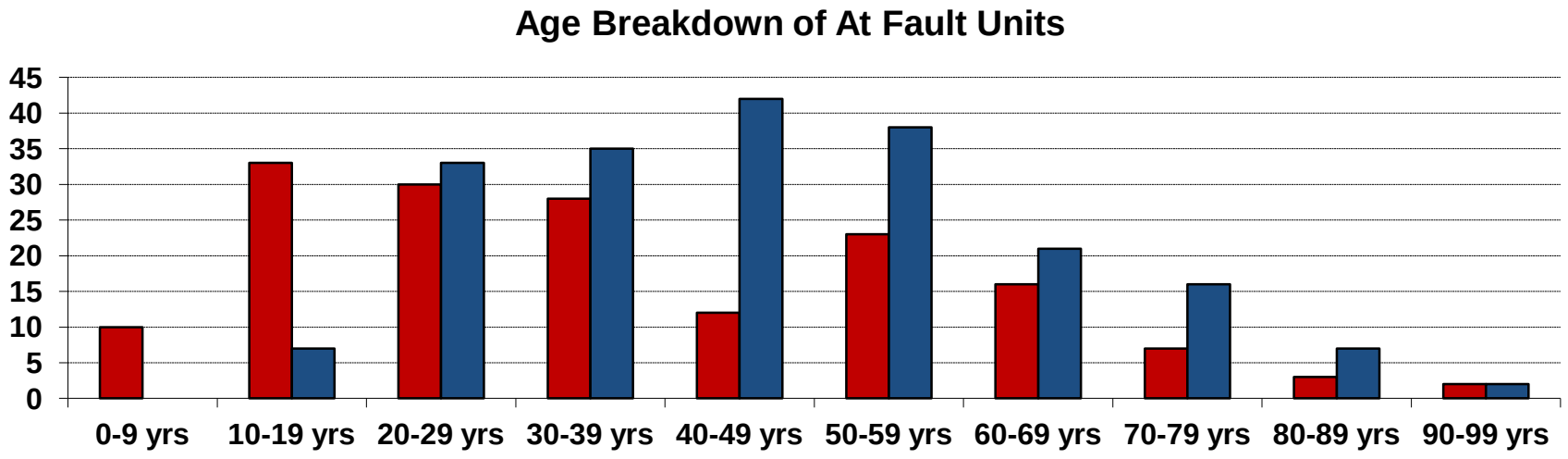
2011 Pedestrian Collisions by Clothing Visibility



Trends from 2009 to 2011 demonstrate little seasonal deviation in dawn/dusk and no street light collisions

Trends in Pedestrian Accidents: Pedestrian Collisions by Fault

At Fault Units	2007	2008	2009	2010	2011
Driver	171	182	207	214	225
%	41.50%	41.00%	45.40%	49.10%	56.50%
Pedestrian	157	194	190	186	158
%	38.10%	43.70%	41.70%	42.70%	39.70%
Both	27	8	5	15	13
%	6.60%	1.80%	1.10%	3.40%	3.30%
Not Determined	57	60	53	21	3
%	13.80%	13.50%	11.80%	4.80%	0.50%
Total	**412**	**444**	**455**	**436**	**399**



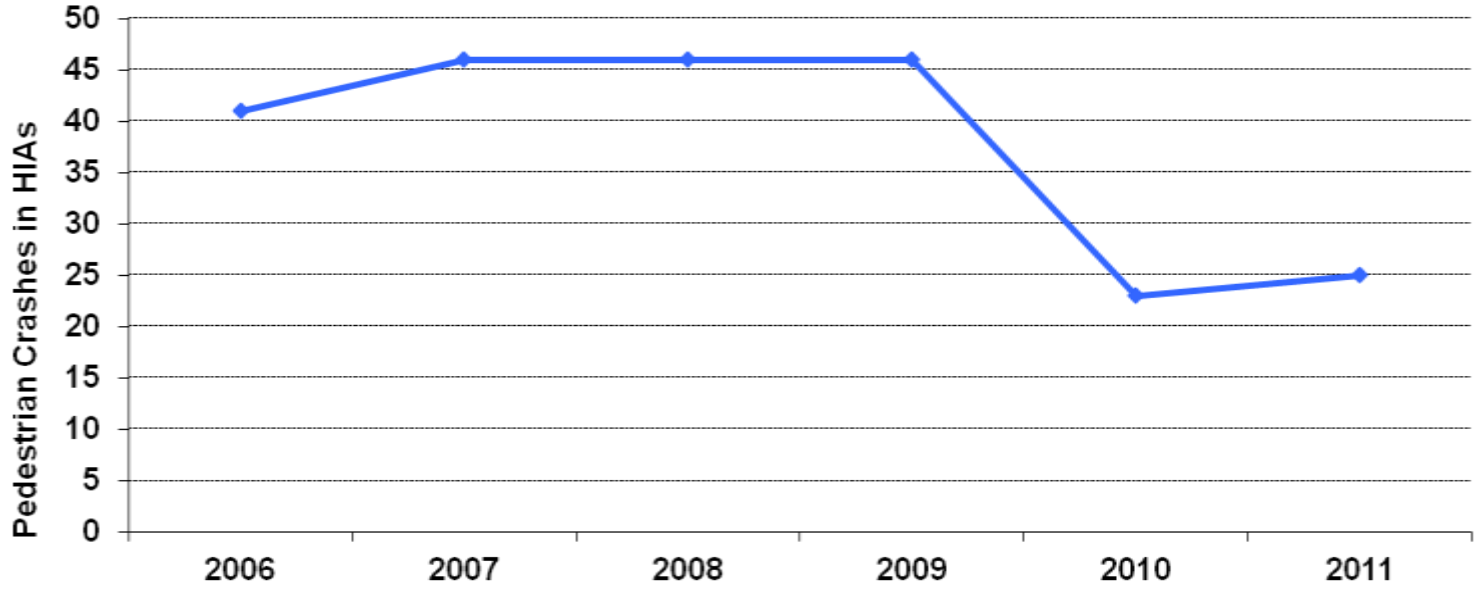
Collisions in High Incidence Areas

Year of PRSA Audit

High Incidence Area	Date of PRSA Audit	Number of Pedestrian Collisions						
		2006	2007	2008	2009	2010	2011	TOTAL
Piney Branch Road	Oct 2008	10	8	7	8	3	5	41
Wisconsin Ave	Dec 2008	6	10	3	4	3	3	29
Georgia Ave	Mar 2009	7	5	7	10	4	4	37
Rockville Pike	Jun 2009	4	3	9	8	2	3	29
Four Corners	Jan 2010	4	7	5	0	1	3	20
Reedie Drive	Apr 2010	0	3	3	7	2	1	16
Randolph Road	Sep 2010	2	1	4	4	1	2	14
Connecticut Ave	May 2011	4	5	6	2	2	3	22
Colesville Road	Nov 2011	4	4	2	3	5	2	20
Total		41	46	46	46	23	26	

Over the past two years, the reduction in pedestrian crashes has remained lower for HIAs studied in earlier years (2008 & 2009).

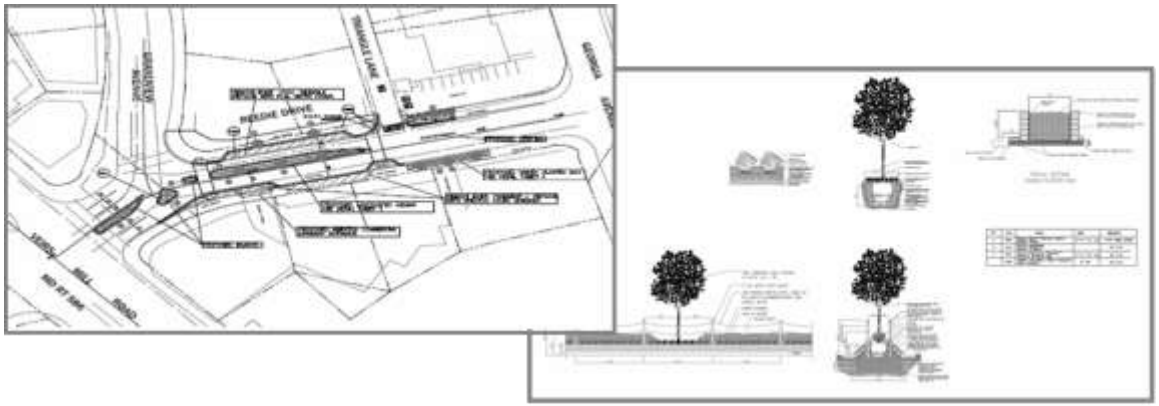
Collisions in High Incidence Areas: Annual Trend



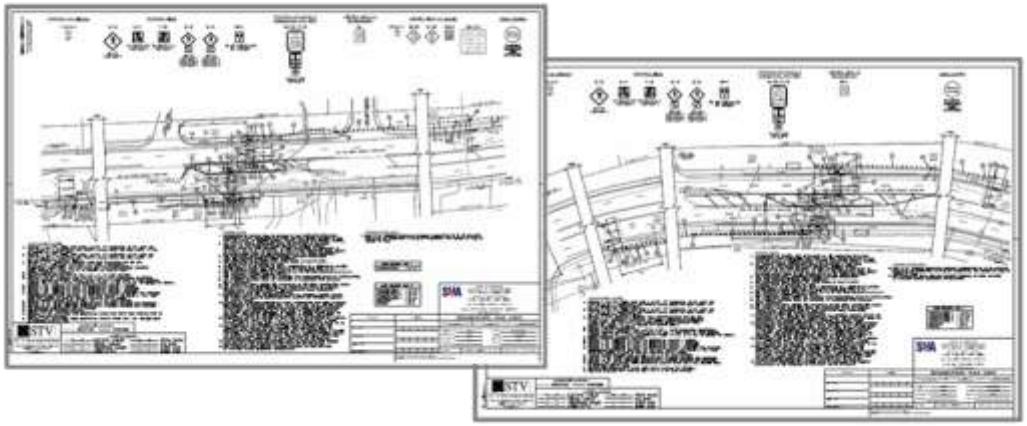
	2006	2007	2008	2009	2010	2011
HIA	41	46	46	46	23	26
Countywide	429	412	444	454	436	399
HIA as % of Total	10%	11%	10%	10%	5%	7%

In 2010 and 2011 the HIA collisions as a percentage of total pedestrian collisions has seen a notable decrease.

High Incidence Areas: Project Updates



Reedie Drive Streetscape Project



Piney Branch Road HIB Project (Crosswalk, Median, & Flashers)

Reedie Drive Streetscape Project

- Reedie Drive **between Georgia Avenue and N. Veirs Mill Road**
- Median, Curb Extensions, Pedestrian Crossings, Trees/Landscaping, Lighting Improvements
- PEPCO Utility Review (completed March 2012)
- Currently in final design
- Planned Construction – Summer 2012

Piney Branch Road HIB

- Location 1: **between University Blvd. and Carroll Ave.**
- Location 2: **between Carroll Ave. and New Hampshire Ave**.
- Flashing Beacons, Islands, Marked Pedestrian Crossings
- Final Design under Review
- Planned Construction – Fall 2012

High Incidence Areas: Project Updates (cont')

Randolph Road Median Treatment (West)

Randolph Road Median Treatment (East)

Randolph Road Median (West)

- Randolph Road **from Veirs Mill Rd. to Selfridge Rd.**
- 4-ft fencing with brick pavers
- Length = 300 feet
- Addresses mid-block jaywalking
- Completed December 2011

Randolph Road Median (East)

- Randolph Road **from Veirs Mill Rd. to Colie Dr.**
- 4-ft fencing with tree plantings
- Length = 650 feet
- Addresses mid-block jaywalking
- Completed February 2012

High Incidence Areas: Project Updates (cont')

Colesville Road Sidewalk Improvements - Structural

Colesville Road Short Term Improvements

- Reported structural deficiencies to SHA – repaired January 2012
- Reported foliage issues to Division of Highway Services – repaired February 2012
- Other minor issues addressed prior to completion of PRSA report

Colesville Road Sidewalk Improvements - Foliage

Colesville Road Improvements – Foliage

High Incidence Areas: Piney Branch Road

Background

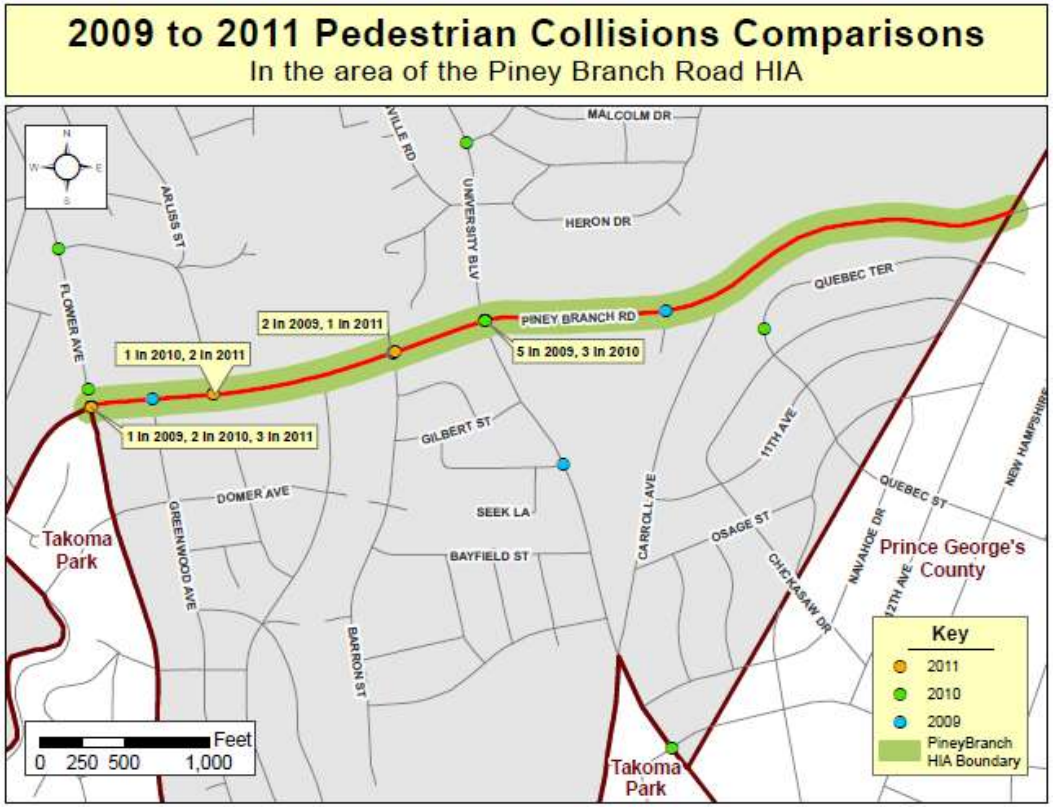
- 1st HIA: Piney Branch Road **from Flower Avenue to the PGC/MC line**
- PRSA conducted in Oct. 2008

Observations

- Many mid-block crossings
- Pedestrian at fault in most crashes
- Limited roadway lighting
- Narrow sidewalks

Updates since August 2011

- Curb Marker Pilot Study
- Targeted Enforcement (Dec 2011)
- Outreach Campaign/Press Event (2011)
- Two mid-block pedestrian crossings with flashers (Final Design Phase)
- MDSHA resurfacing project (FY12)



2006	2007	2008	2009	2010	2011	Total
10	8	7	8	3	5	41

High Incidence Areas: Wisconsin Avenue

Background

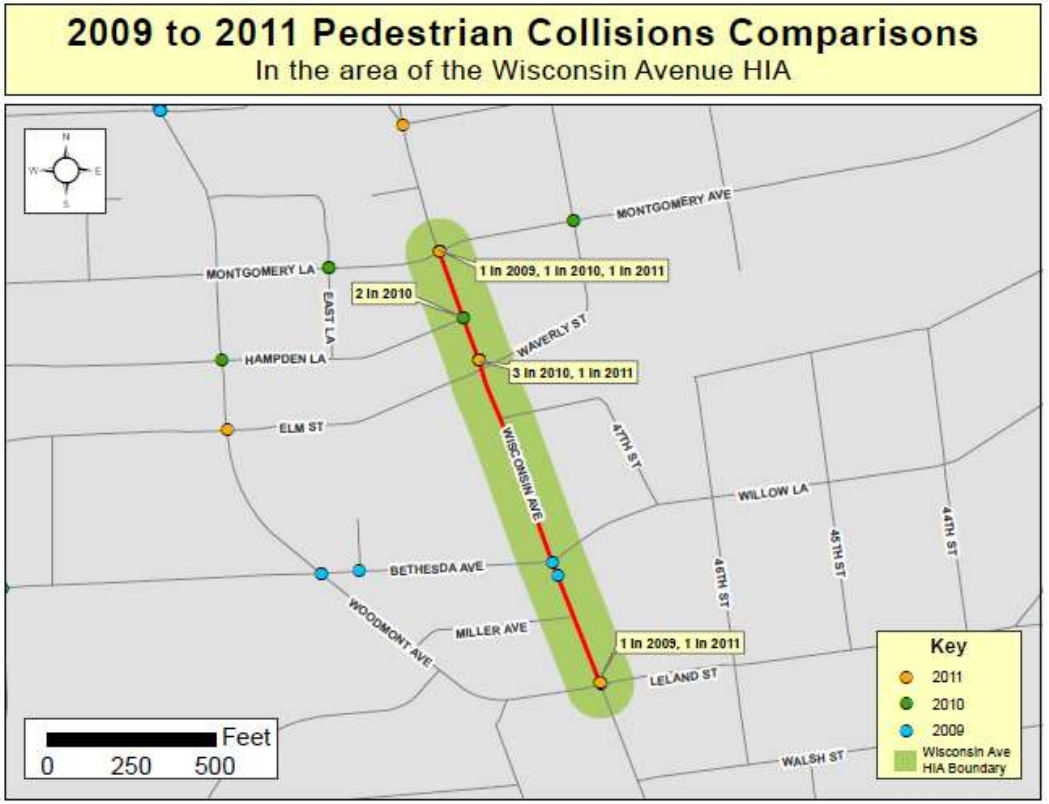
- Wisconsin Ave **from Montgomery Ave to Leland Ave** in Bethesda CBD
- PRSA conducted in Dec 2008

Observations

- Drivers at fault in most crashes
- Crashes mostly at intersections
- Most crashes involved turning vehicles
- High concentration at Montgomery Ave

Updates since August 2011

- Targeted Enforcement (Spring 2012)
- Planned MDSHA resurfacing project (FY14)
- Planned Traffic Signal Upgrades (MDSHA)



2006	2007	2008	2009	2010	2011	Total
6	10	3	4	3	3	29

High Incidence Areas: Georgia Avenue

Background

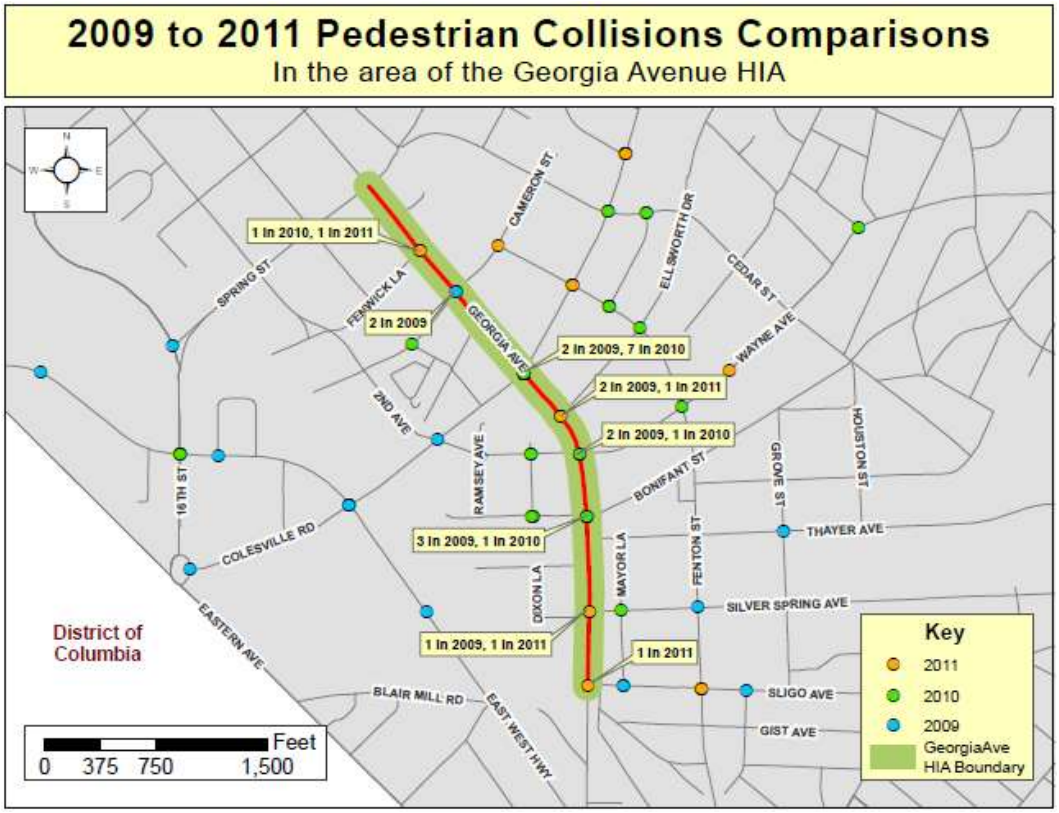
- Georgia Avenue **from to Spring Street to Sligo Avenue** in Silver Spring CBD
- PRSA conducted in March 2009

Observations

- Primary conflicts are between crossing pedestrians and turning vehicles
- Both drivers and pedestrians fail to obey traffic rules

Updates since August 2011

- Fenton Village Pedestrian Linkages Project with 21 Audit-Related Improvements (Spring 2012)
- US 29 Traffic Signal Improvement Project (Underway)
- Planned MDSHA resurfacing project (FY13)
- Targeted Enforcement (Spring 2012)



2006	2007	2008	2009	2010	2011	Total
7	5	7	10	4	4	36

High Incidence Areas: Rockville Pike

Background

- Rockville Pike **from to Halpine Road to Hubbard Drive**
- PRSA conducted in June 2009
- High incidents of collisions with seniors and bicyclists

Observations

- Narrow sidewalks
- Multiple access points
- Long distance between controlled crossings

Updates since August 2011

- SHA Design Request submitted for traffic signal upgrades
- Targeted Enforcement (Spring 2012)

2006	2007	2008	2009	2010	2011	Total
4	3	9	8	2	3	**29**

High Incidence Areas: Four Corners

Background

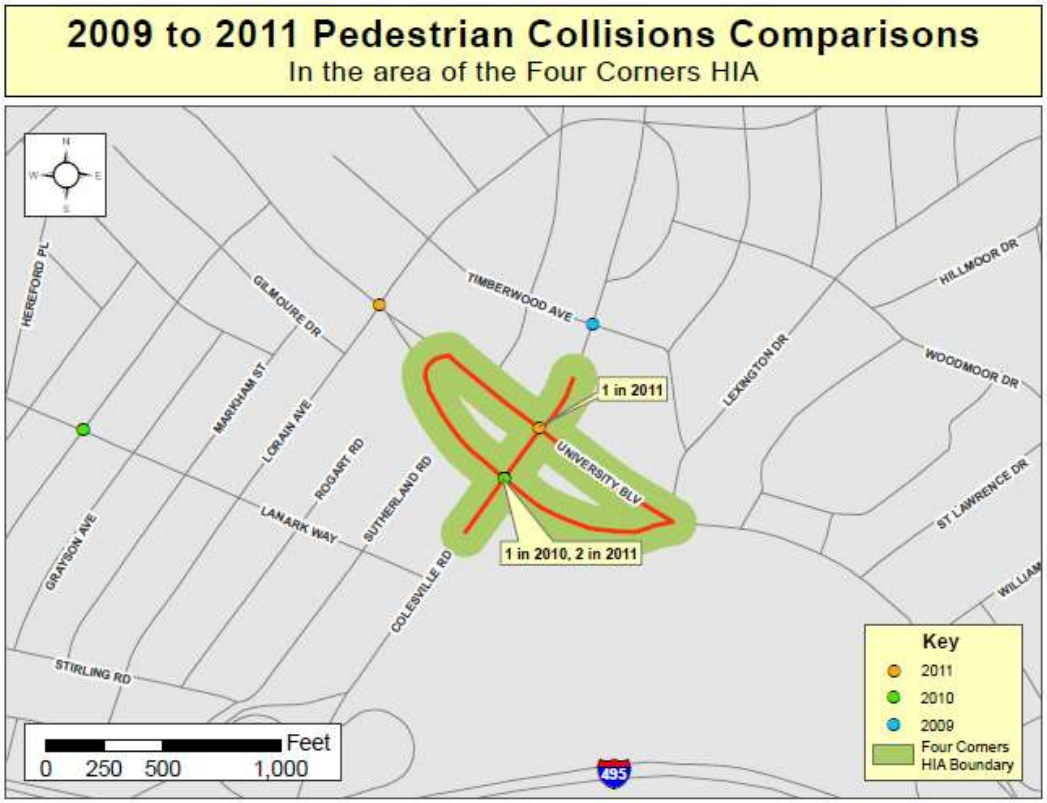
- Intersection of **Colesville Road and University Boulevard**
- PRSA conducted in Jan 2010
- Montgomery Blair HS

Observations

- Large student population
- Many pedestrians cross mid-block
- Numerous commercial access points
- Heavy bus transit usage

Updates since August 2011

- Montgomery Blair HS Education & Outreach Event (Spring & Fall 2012)
- Targeted Enforcement (Spring 2012)
- MDSHA resurfacing project completion



2006	2007	2008	2009	2010	2011	Total
4	7	5	0	1	3	**20**

High Incidence Areas: Reedie Drive

Background

- Reedie Drive **from Georgia Avenue to Veirs Mill Road** in Wheaton CBD
- PRSA conducted in April 2010
- 1st County roadway PRSA

Observations

- Mid-block crossing encouraged by adjacent site layouts
- Numerous pedestrian/vehicle conflicts
- Many pedestrians cross at non-designated locations

Updates since August 2011

- Streetscape Project (Final Design Phase)

2006	2007	2008	2009	2010	2011	Total
0	3	3	7	2	1	**16**

High Incidence Areas: Randolph Road

Background

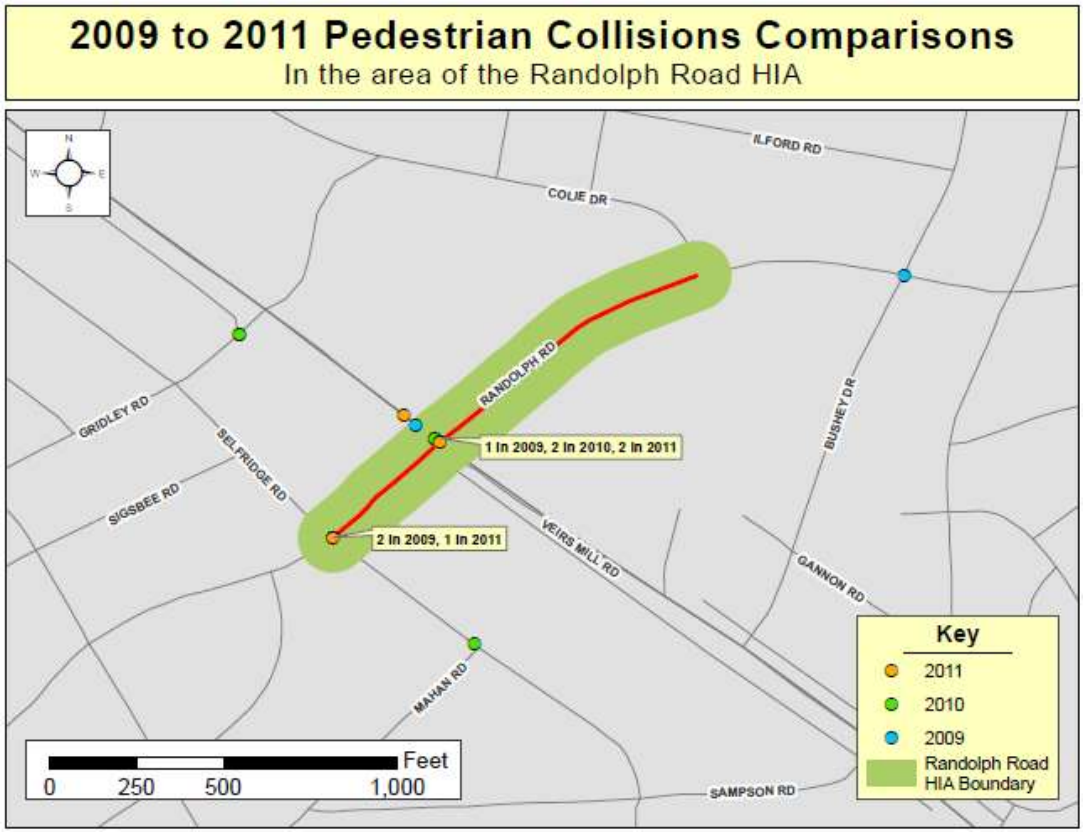
- Randolph Road **from Colie Drive to Selfridge Road**
- PRSA conducted in Sept 2010
- 2nd County roadway PRSA

Observations

- Heavy pedestrian/bicycle demand and heavy transit usage
- Numerous pedestrian/vehicle conflicts
- Both drivers and pedestrians fail to obey traffic rules

Updates since August 2011

- Additional sidewalk improvements (May 2012)
- Randolph Road Pedestrian Barriers
- Curb Marker Pilot Study (MDSHA approval pending)
- Targeted Enforcement (Spring 2012)
- Targeted Outreach (Spring 2012)



2006	2007	2008	2009	2010	2011	Total
2	1	4	4	1	2	**14**

High Incidence Areas: Connecticut Ave

Background

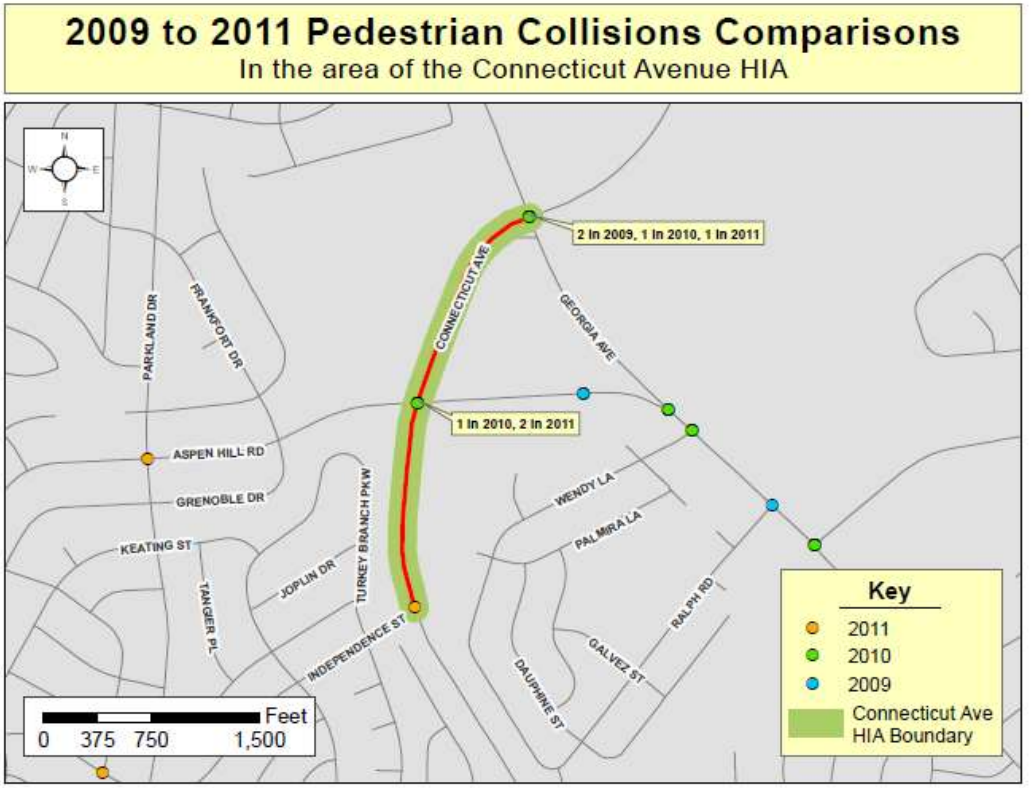
- Connecticut Ave **from Georgia Avenue to Independence Street**
- PRSA conducted in May 2011
- Conducted in anticipation of MDSHA resurfacing project

Observations

- Pedestrian/vehicle conflicts coupled with high speeds
- Jaywalking from commercial developments
- Long block distances
- Limited ADA accessibility

Updates since August 2011

- Lighting repairs
- Planned MDSHA resurfacing project (FY12)
- MDSHA traffic signal improvements (Aspen Hill Road)
- Design Request submitted to SHA for traffic signal upgrades (Independence St.)



2006	2007	2008	2009	2010	2011	Total
4	5	6	2	2	3	22

High Incidence Areas: Colesville Road

Background

- Colesville Road **from Fenton Street to N. Noyes Drive**
- PRSA conducted in November 2011
- Second PRSA in Silver Spring CBD

Observations

- Pedestrian/vehicle conflicts coupled with high speeds
- Jaywalking from commercial developments
- Heavy pedestrian demand
- Considerable peak period congestion

2006	2007	2008	2009	2010	2011	Total
4	5	6	2	2	3	22

High Incidence Areas: Expenditures & Obligated Funds

	FY11 Budget	FY11 Actual	FY12 Budget	FY12 Actual*
Engineering & Construction	$875,000	$340,000	$1,050,000	$ 607,000
Education	$100,000	$85,000	$100,000	$160,000**
Enforcement	$125,000	$107,000	$125,000	$50,000
Performance Monitoring	-	-	$50,000	$24,000
Total	$1,100,000	$532,000	$1,325,000	$841,000

** Includes the first three quarters of FY 12*

***Expenditures includes carry-over from previous fiscal years*

Fiscal year spending in the HIAs is increasing with the increasing number of completed audits. Additionally, there are several major long-term projects scheduled to begin in the last quarter of FY12 and early in FY13, for which previous year funds have been encumbered.

High Incidence Areas Highlights and Recent Developments: Engineering

- Prioritization of pedestrian safety projects on State roadways via cost-sharing initiatives.
- MCDOT participation in State road safety audits.
- MDSHA participation in County pedestrian road safety audits
- Design underway for mid-term and long-term projects
- Six (6) HIA-related projects (approx. $235K) constructed in the first three quarters of FY12.
- Large-scale projects, including Reedie Drive Streetscape and Piney Branch HIBs planned for summer/fall 2012 (est. $350K).

MCDOT continues to work with MDSHA to build a comprehensive strategy for pedestrian safety projects throughout Montgomery County.

High Incidence Areas: Education

Education & Outreach Strategies

Education Plan Development

- Montgomery Blair HS (Four Corners HIA)
- Grouping HIAs by Demographics & Crashes

Group One:

- Randolph Rd.
- Reedie Dr.
- Connecticut Ave.
- Four Corners
- Piney Branch Rd.

Group Two:

- Wisconsin Ave.
- Rockville Pike
- Georgia Ave.
- Colesville Rd.
- Old Georgetown Rd.

High Incidence Areas: Education

Education Strategies

Pedestrian Surveys

- Piney Branch Road (2009)
- Four Corners (2011)
- Wisconsin Avenue (2011)

Piney Branch HIA Campaign

- Bilingual Safety Promotion Teams
- Curb Markings (innovative strategy)
- Fliers/bus shelter posters
- Coordinated Enforcement Actions

Four Corners HIA Campaign

- Blair HS-Student Workgroup
- "Best Eyes" contest: See Them See You
- Text messaging contest

Randolph Road HIA Campaign

- Implementation Spring 2012
- Strategies:
  - Replicate Piney Branch Campaign
  - May Public Meeting
  - Taste of Wheaton-Outreach

High Incidence Areas: Piney Branch Case Study

Enforcement Efforts

- **Overall effort**
  - 295 warnings
  - 488 citations
    - 461 pedestrian 27 vehicle
- **Detailed data**
  - Available for 237 warnings and 357 citations (pedestrian):
    - Warnings:
      - 110 (46%) for crossing outside of the crosswalk
      - 127 (54%) for crossing during “Do Not Walk” signal phase
    - Citations:
      - 215 (60%) for crossing outside of the crosswalk
      - 142 (40%) for crossing during “Do Not Walk” signal phase

- **Lessons Learned:**
  - Good community support
  - Issue more citations, less warnings
  - Witnessed citizens educating each other
  - Need more translators (not just Spanish)
  - Need quick response to signals out of order
  - Should hand out safety tips brochure with tickets and warnings
  - MCPD observed fewer violations per hour in follow-up events

Data Source: Foursquare ITP

High Incidence Areas: Piney Branch Case Study

Preliminary Education Impact Findings

Performance Monitoring Methodology

- Data on midblock crossings and signal adherence
- Baseline data collected 10/25 and 11/1
- Post-education data collected 11/30 and 12/5
- Plan to collect 3- and 6-month post-implementation data
- AM Peak (7:00am–9:30am) and PM Peak (2:30pm–6:30pm)

Pedestrian Behaviors	Percent Baseline	Percent Post-Education	% Change	Baseline Count	Post-Education Count
Mid-block Crossing	9.2%	6.7%	-27.2%	2,444	2,321
Crossing Outside of Crosswalk	8.5%	4.2%	-50.6%	322	307
Crossing During "Walk" Phase	59.9%	60.7%	1.3%	1,772	1,715
Crossing during "flashing hand" Phase	4.6%	8.0%	73.9%		
Crossing During "Do Not Walk" Phase	34.9%	31.3%	-10.3%		

Data Source: Foursquare ITP

Safe Routes to Schools Prioritization

Started in 2005, over 50 schools have had comprehensive assessments conducted and improvements implemented

- **ENGINEERING: Reprioritized to weight pedestrian collisions**
  - Weighted scores with pedestrian collisions - used to prioritize schools
  - Factored into engineering evaluation criteria for overall score
  - Safe Routes to School (SRTS) list reprioritized using crash data weighting factor
  - SRTS Grant Applications now reflect reprioritization
- **EDUCATION: Increased at schools with high ped collisions**
  - SRTS Coordinator working with 109 Elementary Schools and 31 Middle Schools
  - SRTS Coordinator placing highest priority on schools with pedestrian collisions within 1/4 mile
- **ENFORCEMENT: Increase at schools with high ped collisions**
  - Enforcement actions targeted at schools with higher number of pedestrian collisions

Focused resources that improve pedestrian safety and mobility have resulted in the evaluation of over 100 specific safety concerns and reducing pedestrian collisions

Safe Routes to School: Collision Update

School Name	3 Years Before Treatment		After treatment	
	Time period	# of ped collisions	Time period (up to Dec 2011)	# of ped collisions
Stone Mill ES	3/2006 – 3/2009	2	2 yrs - 9 mos.	0
Olney ES	2/2006 – 2/2009	1	2 yrs - 10 mos.	5
Georgian Forest ES	3/2006 – 3/2009	6	2 yrs - 9 mos.	1
Kingsview MS	3/2006 – 3/2009	12	2 yrs - 9 mos.	1
Thurgood Marshall ES	3/2006 – 3/2009	1	2 yrs - 9 mos.	0
Martin Luther King MS	7/2006 – 7/2009	11	2 yrs – 5 mos.	1
Flower Hill ES	6/2006 – 6/2009	7	2 yrs - 6 mos.	0
Greenwood ES	4/2006 – 4/2009	2	2 yrs - 8 mos.	1
Rosa Parks MS	4/2006 – 4/2009	2	2 yrs - 8 mos.	1
Cannon Road ES	6/2006 – 6/2009	3	2 yrs - 6 mos.	1
Clearspring ES	4/2006 – 4/2009	1	2 yrs - 8 mos.	1
Total	396 Months	48	351 Months	12

Although the post treatment time period has not reached the full three years, initial data demonstrates the collision rate has declined from 1.45 to .40 incidents per year.

Safe Routes to School: Engineering Output Metrics

School Zone Pedestrian Treatments Activities

	FY08	FY09	FY10	FY11	FY12*	Total
Targeted Assessments	25	21	16	24	10	96
Comprehensive Assessments	10	13	11	23	18	75
Total Assessments	35	34	27	47	28	171
Improvements Implemented	35	34	19	30	11	129

School Zone Pedestrian Treatments

Budget and Expenditures

	FY09	FY10	FY11	FY12
Budgeted	$80,000	$330,000	$156,240	$156,240*
Expended	$80,000	$159,000 **	$125,361 **	$ 28,210*

**** Through 3rd quarter of FY12***

**** * Reduced due to savings plan and spending freeze***

Safe Routes to School: Education and Enforcement Output Metrics

Education & Enforcement Activities				
Activities	FY09	FY10	FY11	FY12*
Outreach - Meetings held (School Administrator and Parent)	28	19	26	20
Schools Observed (Arrival and Dismissal)	34	7	24	5
Incentives Distributed	220	12,880	2,252	11,200
Citations Given	N/A	163	312	0

Education & Enforcement Budget and Expenditures								
	FY09		FY10		FY11		FY12*	
Activities	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Education	$56,852	$78,955	$40,376	$28,948	$33,952	$46,658	$53,090	$27,550
Enforcement	$10,900	$4,506	$12,800	$2,112	$12,200	$12,278	$25,200	$0

** Through 3rd quarter of FY12*

Safe Routes to School: Bicycle and Pedestrian Education

Bicycle Rodeo

- Goal - to empower young cyclists with a set of skills for on-road riding and includes helmet fitting and bike safety inspection.

Crosswalk Simulation

- Simulated real world experience of crossing a street.
- Kids practice approaching the street, looking left, right, and left again and crossing in the middle of the crosswalk.

Traffic Calming: Collisions Update

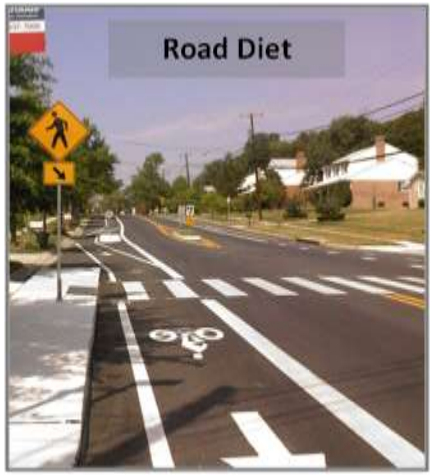
Project Name	Completion Date	Speeds (MPH)			Collisions 3 Years Before Treatment	Time period Since Treatment	Collisions Since Treatment
		Posted	Avg. Before	Avg. After			
Connecticut Ave	July-07	40	48	40	10	3 yrs.	4
Aspen Hill Dr	May-08	30	35	34	14	3 yrs.	3
Arcola Ave	Aug-08	30	42	32	3	3 yrs.	3
Fairland Rd	July-09	40	53	42	2	2 yrs. 5 mos.	0
Calverton Blvd	July-09	30	41	35	1	2 yrs. 5 mos.	1
Lockwood Dr	July-09	30	40	30	0	2 yrs. 5 mos.	1
Sligo Ave	Sept-09	30	34	31	1	2 yrs. 3 mos.	3
Carroll Ave	Nov-09	25	33	27	2	2 yrs. 1 mo.	1
Spartan Rd	Nov-09	30	40	33	0	2 yrs. 1 mo.	0
Dale Dr	Aug-10	30	39	34	0	1 yr. 4 mos.	0
Prince Phillip Dr	Jun-11	30	36	31	0	6 mos.	0

Speed decline >/= 5mph

Updated in 2011

Traffic Calming: Typical Treatments

- Pedestrian Refuge Islands
- Bump-Outs / Curb Extensions
- Chicanes / Chokers
- Enhance signing and marking
- Speed Humps
- Edgelines
- Road Diet



Traffic Calming: Recently Completed Projects

Arcola Boulevard – Traffic Calming and Rain Gardens

Jones Bridge Road Traffic Calming
(North Chevy Chase ES)

Crystal Rock Drive Traffic Calming
(Seneca Valley HS)

Wisteria Drive Traffic Calming
(S. Christa McAuliffe ES & Roberto W. Clemente MS)

Other Programmatic Highlights: Annual Sidewalk, ADA and Bus Stop Programs

–Project Description

- Construction of new sidewalks
- Reconstruction of existing sidewalks and ramps to meet ADA requirements
- Construction of Bus Stops.
- Provides pedestrian connectivity and safe facilities outside of the roadway.

–Total Annual Budget: $4.85 Million

–Total FY12* Accomplishments

- **3.2 miles** of new sidewalk
- **518 ramps** reconstructed to meet ADA specifications
- **1.5 miles** of new bus stop-related sidewalks
- **273** concrete bus stop pads (10,215 square feet)

**** Through 3rd quarter of FY12***

Rippling Brook Dr across Matthew Henson Trail

350 linear feet of new sidewalk with bike grooved stairs

Rainbow Dr

1720 linear feet of new sidewalk

Other Programmatic Highlights: Pedestrian Signal Timing

- **Total Program Cost = $1.125M**
- **FY09 - FY12 Allocation = $474**
- **Implemented by coordinated groups of traffic signals**
  - All timing parameters for all times of day
  - Requires jurisdictional coordination

Pedestrian Signal Timing Developed/Implemented

	FY12*	Total (FY09 – FY12*)
Ped Timing Upgrades Funded	75	317
New Ped Timing Implemented	41	285
Total County Traffic Signals	750	
Percent Implemented	38%	

From 2009 through 2012, pedestrian signal timing changes were found to not be required at three (3) intersections.

**** Through 3rd quarter of FY12***

Wrap-Up

- **Follow-up items**