



DEPARTMENT OF TRANSPORTATION

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STUDY SUMMARY – WHITE PAPER

November 16, 2022

MD 650 (New Hampshire Avenue) High Injury Network Safety Study Recommendations Specific to Montgomery County DOT

BACKGROUND AND PURPOSE

Montgomery County's Vision Zero Initiative establishes the goal of eliminating serious injury and fatal crashes on Montgomery County roads by the year 2030. As part of achieving this goal, the County identifies roadway segments where serious injury and fatal crashes are concentrated. These roadway segments comprise the County's High Injury Network (HIN) and roadway safety improvement efforts have been and are being developed for implementation.

The purpose of the subject Study Summary is to present recommended road user safety improvements, for which Montgomery County DOT (MCDOT) is responsible, as derived from the MD 650 (New Hampshire Avenue) HIN Safety Study. Recommendations in this summary include actionable items, though some recommended improvements are currently not funded or scheduled for planning, design, or construction. These improvements are anticipated to be pursued as funding becomes available.

The MD 650 HIN Safety Study, to which this Study Summary relates, is diagnostic in nature and was completed as a joint effort between Prince George's County Department of Public Works and Transportation (PGDPW&T), Metropolitan Washington Council of Governments (MWCOC), and MCDOT. This effort was funded through a grant provided by MWCOC's National Capital Region Transportation Planning Board (TPB). The collaboration means that the MD 650 HIN Safety Study report includes study limits that extend into both Montgomery and Prince George's Counties.

SUMMARY OF RECOMMENDED IMPROVEMENTS (MCDOT-SPECIFIC)

The tables and figures, below, summarize the recommended improvements from the MD 650 HIN Safety Study report that are the responsibility of MCDOT.

Recommended improvements have been clarified further by type to streamline implementation efforts as they are pursued. Other relevant information, such as location, issue number, safety issue/observations, and timeframe for implementation (once pursuit of a recommendation is initiated) has also been retained from the MD 650 HIN Safety Study report and is shown in the tables below. Recommended improvements are also reflected on aerial maps to better specify their location. The improvements in the figures can be cross-

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Maryland Relay 711

referenced with the table by the “issue number” associated with each recommendation. For additional information regarding these recommendations, please contact us at TrafficOps@montgomerycountymd.gov.

For information regarding potential actions along non-MCDOT roadways, you may contact Maryland Department of Transportation State Highway Administration (MDOT SHA) at sha_ccms@mdot.maryland.gov or https://marylandsha.secure.force.com/customercare/request_for_service, or PGDPW&T at DPWT-OD@co.pg.md.us.

Table 1: MCDOT-Specific Recommendations

Issue No.	Safety Issue/Observations	Recommendation	Timeframe
Location 7: MD 650 (New Hampshire Avenue) at Northampton Drive - Signalized Intersection			
7.5	Pedestrian crossing is missing high visibility continental crosswalk markings and stop line at the intersection of Northampton Drive at Avenel Road.	Install continental style crosswalk markings and a stop line at the intersection of Northampton Drive at Avenel Road.	0 – 12 months
7.6	Several potholes in the roadway are present along the Northampton Drive eastbound approach.	Fill potholes on the Northampton Drive eastbound approach.	0 – 12 months
7.9	Each approach’s existing red clearance time does not meet the red clearance interval time calculated based on the NCHRP Traffic Signal Timing Manual (adopted by FHWA).	Perform a full yellow change and red clearance interval analysis, and if feasible, change the timings to reflect those calculated using the NCHRP Traffic Signal Timing Manual.	0 – 12 months
Location 12: MD 650 (New Hampshire Avenue) between Dilston Road/Adelphi Road and Oakview Drive - Road Segment			
12.1	There is discontinuation of sidewalk between the service road and mainline along the east side MD 650 (New Hampshire Avenue), approximately 850 feet north of the intersection of MD 650 (New Hampshire Avenue) at Dilston Road / Adelphi Road.	Add a sidewalk connection between the service road and mainline along the east side of MD 650 (New Hampshire Avenue), at approximately 850 feet north of the intersection of MD 650 (New Hampshire Avenue) at Dilston Road / Adelphi Road.	0 – 12 months
12.2	“Madre St” street sign (D3-1) is not adequately secured to the utility pole along the east side of MD 650 (New Hampshire Avenue), approximately 250 feet north of the intersection of MD 650 (New Hampshire Avenue) at Dilston Road / Adelphi Road.	Replace damaged “Madre St” sign on the utility pole along the east side of MD 650 (New Hampshire Avenue), approximately 250 feet north of the intersection of MD 650 (New Hampshire Avenue) at Dilston Road / Adelphi Road.	0 – 12 months
Location 14: MD 650 (New Hampshire Avenue) between Oakview Drive and I-495 Overpass - Road Segment			
14.4	There is missing sidewalk on Mt. Pisgah Road immediately south of the intersection of Oakview Drive and Mt. Pisgah Road.	Evaluate feasibility of installing sidewalk on Mt. Pisgah Road from Oakview Drive to Madre Street. Install sidewalk if feasible.	12+ months
14.5	There is no sidewalk on New Hampshire Avenue (service road) between Oakview Drive and approximately 80 feet south Cottrell Terrace, west of MD 650 (New Hampshire Avenue). MD 650 currently does not have a sidewalk on the west side between Oakview Drive and the I-495 EB off-ramp, and New Hampshire Avenue (service road) is used as a parallel pedestrian travel way instead.	Evaluate feasibility of installing sidewalk on New Hampshire Avenue (service road) between Oakview Drive and approximately 80 feet south Cottrell Terrace. Install sidewalk if feasible.	12+ months
14.6	The pedestrian crossing of New Hampshire Avenue (service road), 40 feet south of Cottrell Terrace, does not have an ADA-compliant ramp along the west side of the crossing, or any crosswalk markings.	Provide an ADA-compliant pedestrian ramp on the west side of New Hampshire Avenue (service road), 40 feet south of Cottrell Terrace, to align with the existing pedestrian ramp on the east side. Install high visibility continental crosswalk markings across New Hampshire Avenue (service road), 40 feet south of Cottrell Terrace. This effort may require additional time for completion, due to its relation to Issue 14.7.	0 – 12 months
14.7	The pedestrian ramp between MD 650 (New Hampshire Avenue) and New Hampshire Avenue (service road), approximately 40 feet south of Cottrell Terrace, is not ADA-compliant..	If feasible, redesign and install a sidewalk segment with reduced slope for pedestrian access between MD 650 (New Hampshire Avenue) and New Hampshire Avenue (service road).	12+ months
14.8	There is an unrepaired utility patch along the east side of New Hampshire Avenue (service road), approximately 30 feet north of Moffett Road, which poses a safety risk/hazard to motorists.	Repair the utility patch on the east side of New Hampshire Avenue (service road), approximately 30 feet north of Moffett Road.	0 – 12 months

Figure 1: MCDOT – Specific Recommendations: MD 650 at Northampton Drive

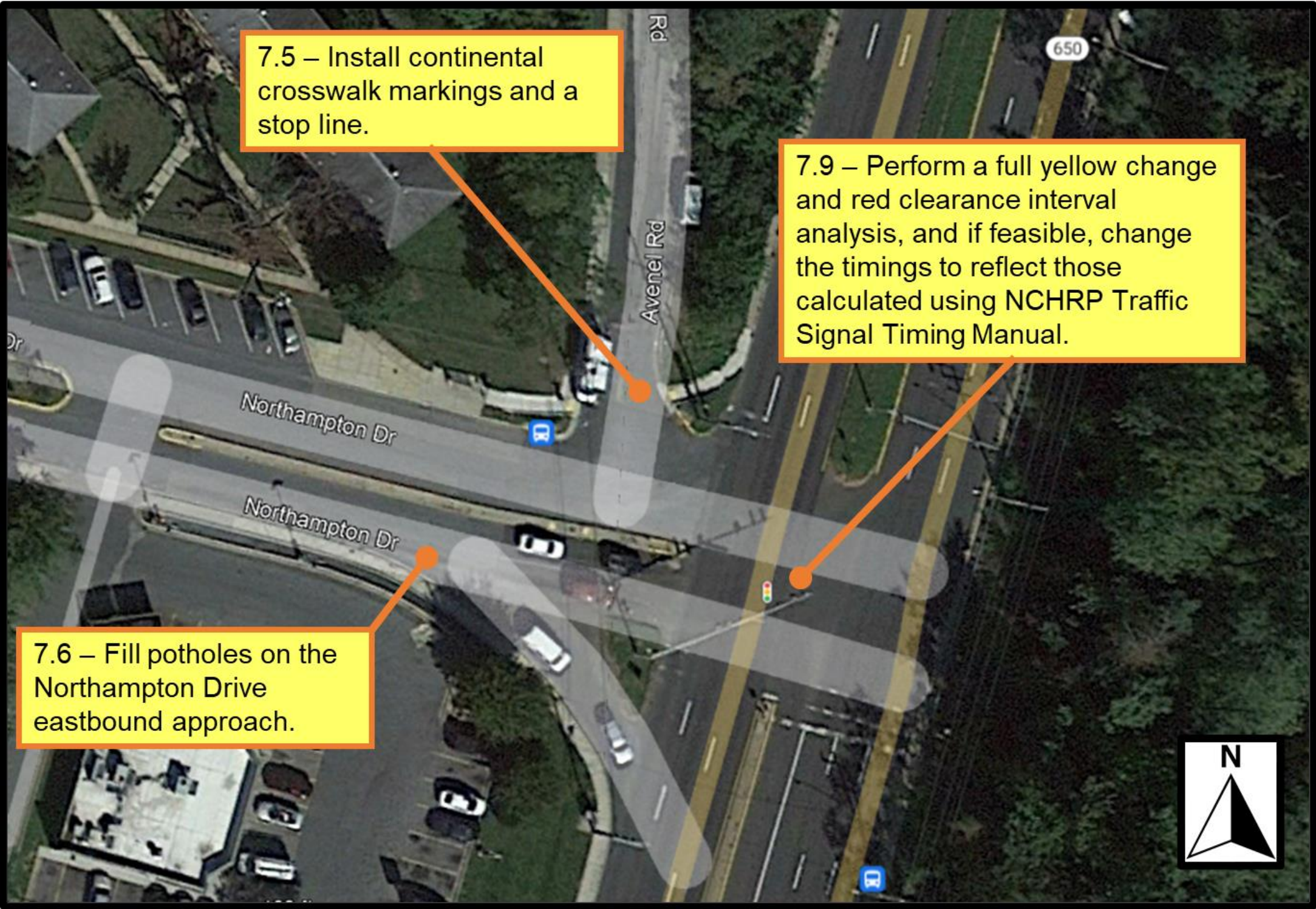


Figure 2: MCDOT – Specific Recommendations: MD 650 between Dilston Road / Adelphi Road and Oakview Drive

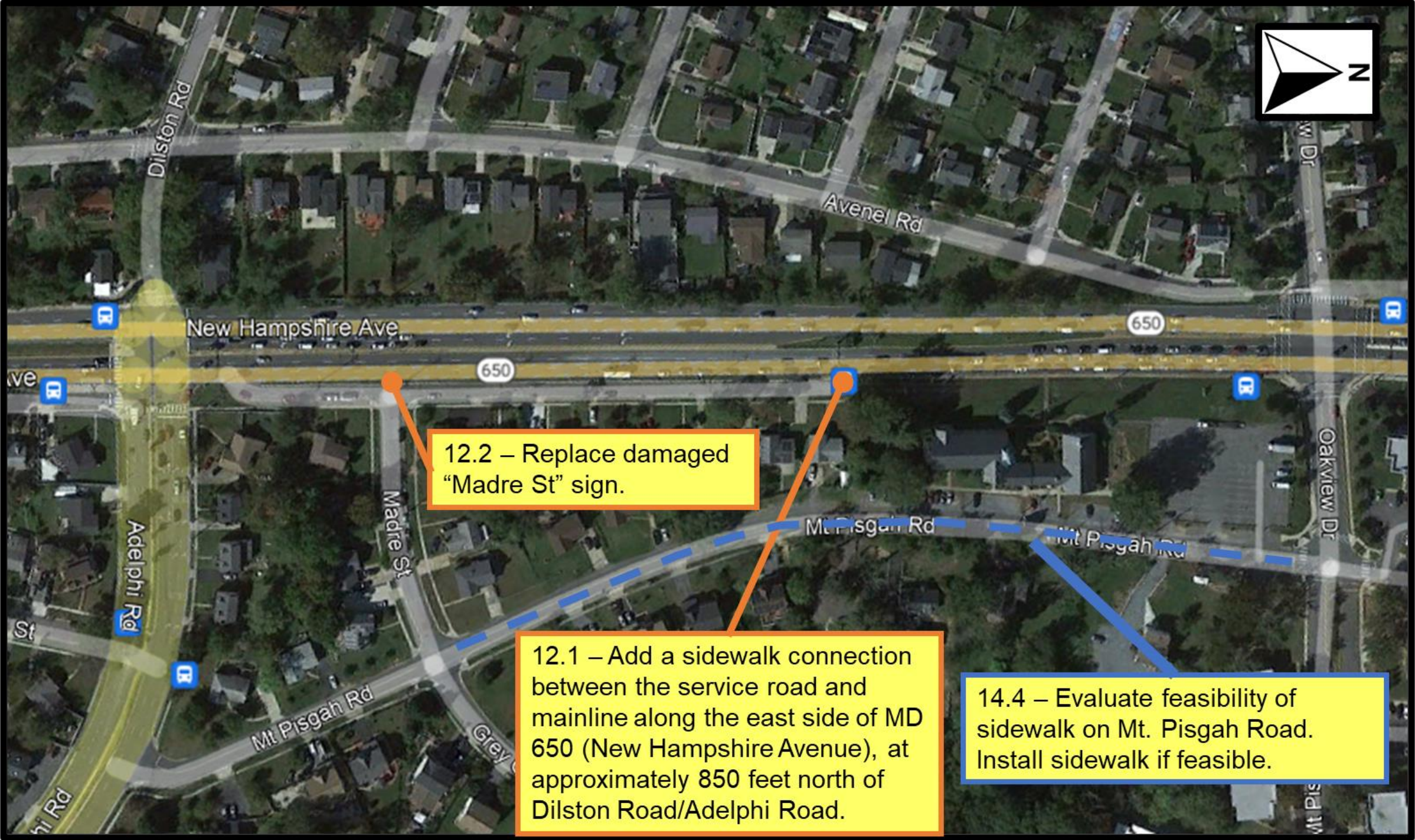


Figure 3: MCDOT – Specific Recommendations: MD 650 between Oakview Drive and I-495

