Middlebrook Road

Pedestrian Road Safety Audit

Stakeholder Pedestrian Safety Meeting

November 3, 2016

Agenda

- Road Safety Audit Process Overview

- Project Overview

- Background

- Comments

What is a Road Safety Audit?

A road safety audit is a

formal safety performance examination

of an existing or future road or intersection
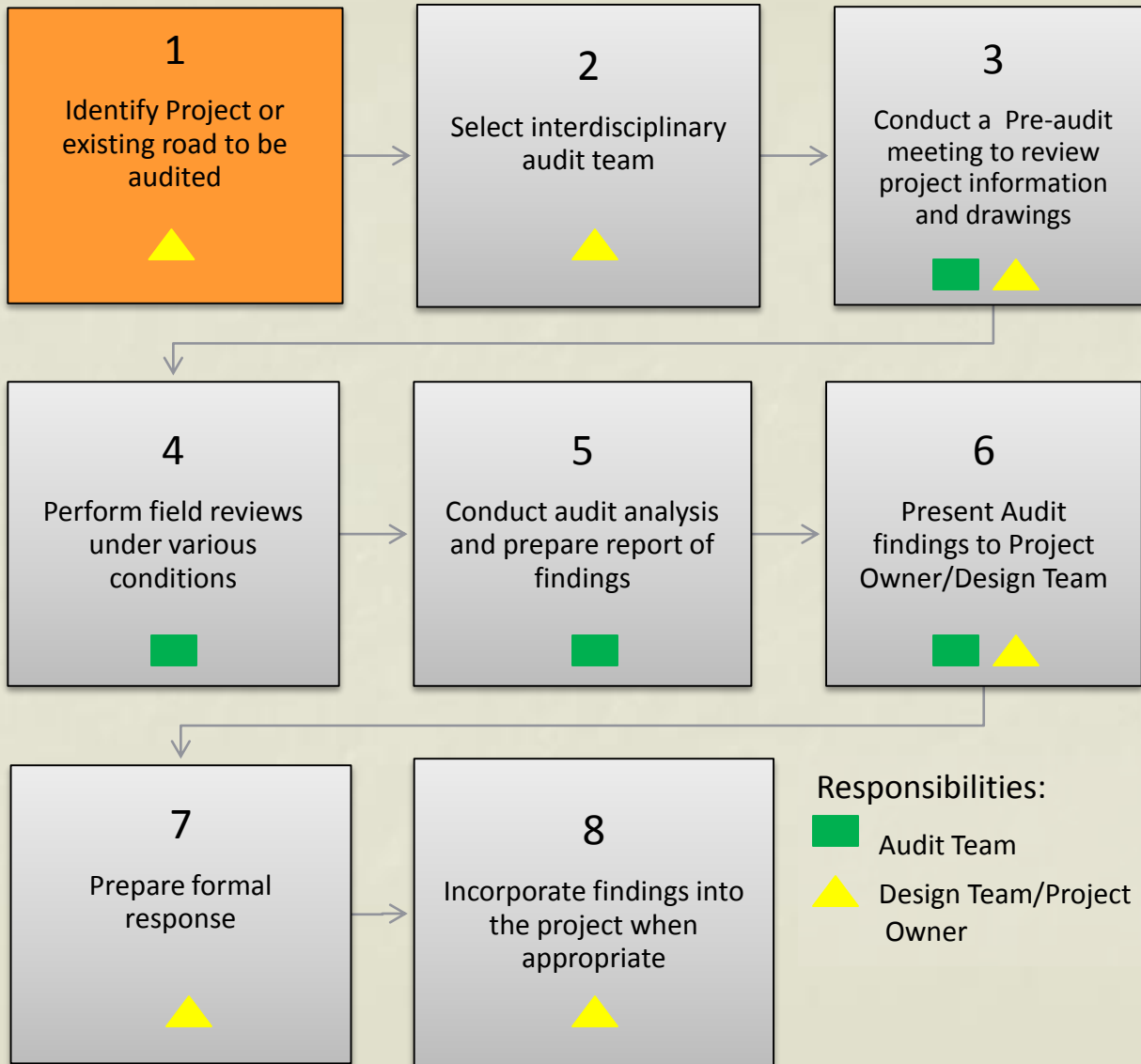
by an independent audit team.
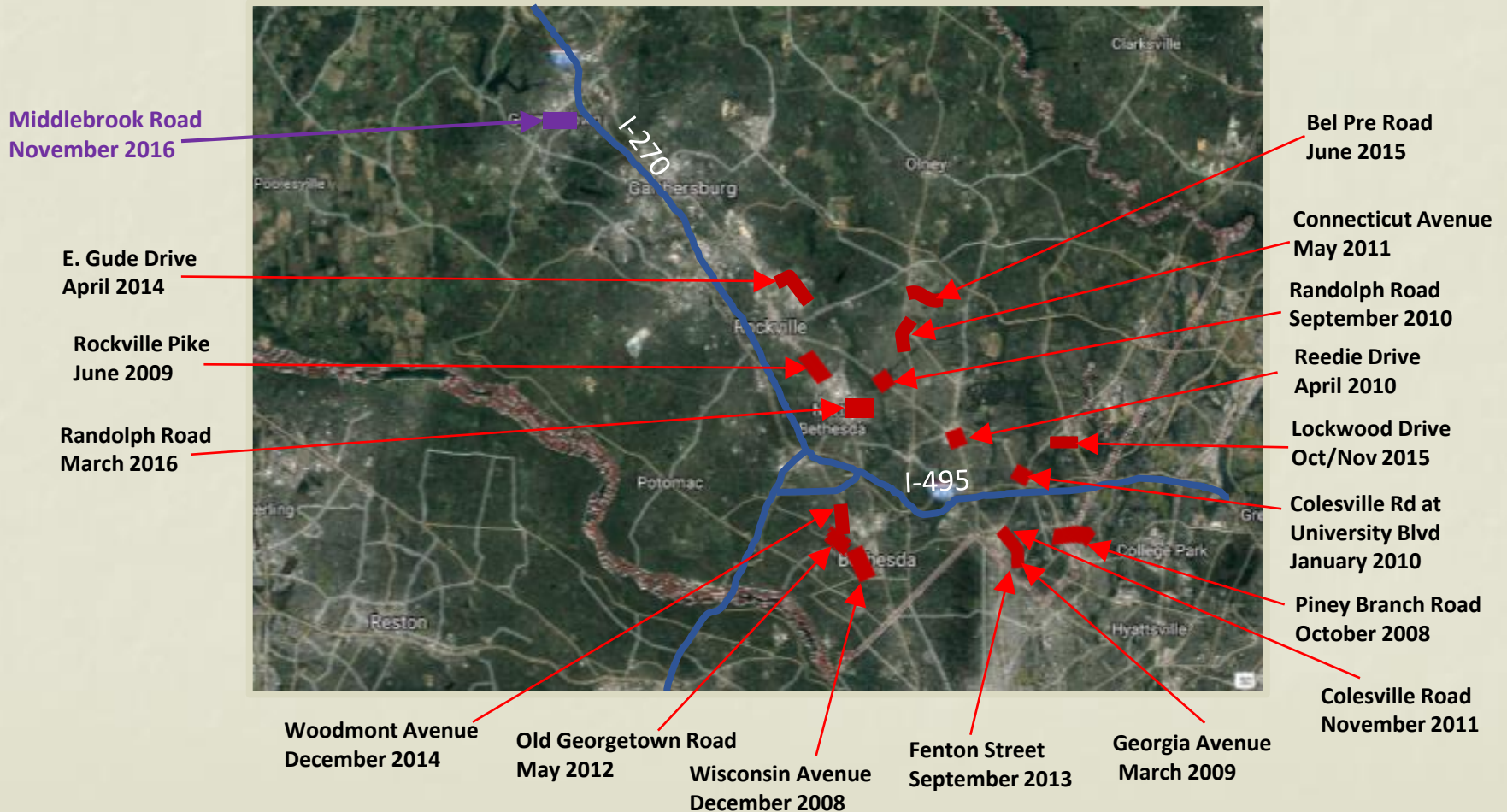
What is an RSA?

An RSA is a tool that:

- Is a formal process

- Focuses on safety issues

- Proactive review of observed and potential safety issues to reduce risk

- Considers various environmental conditions
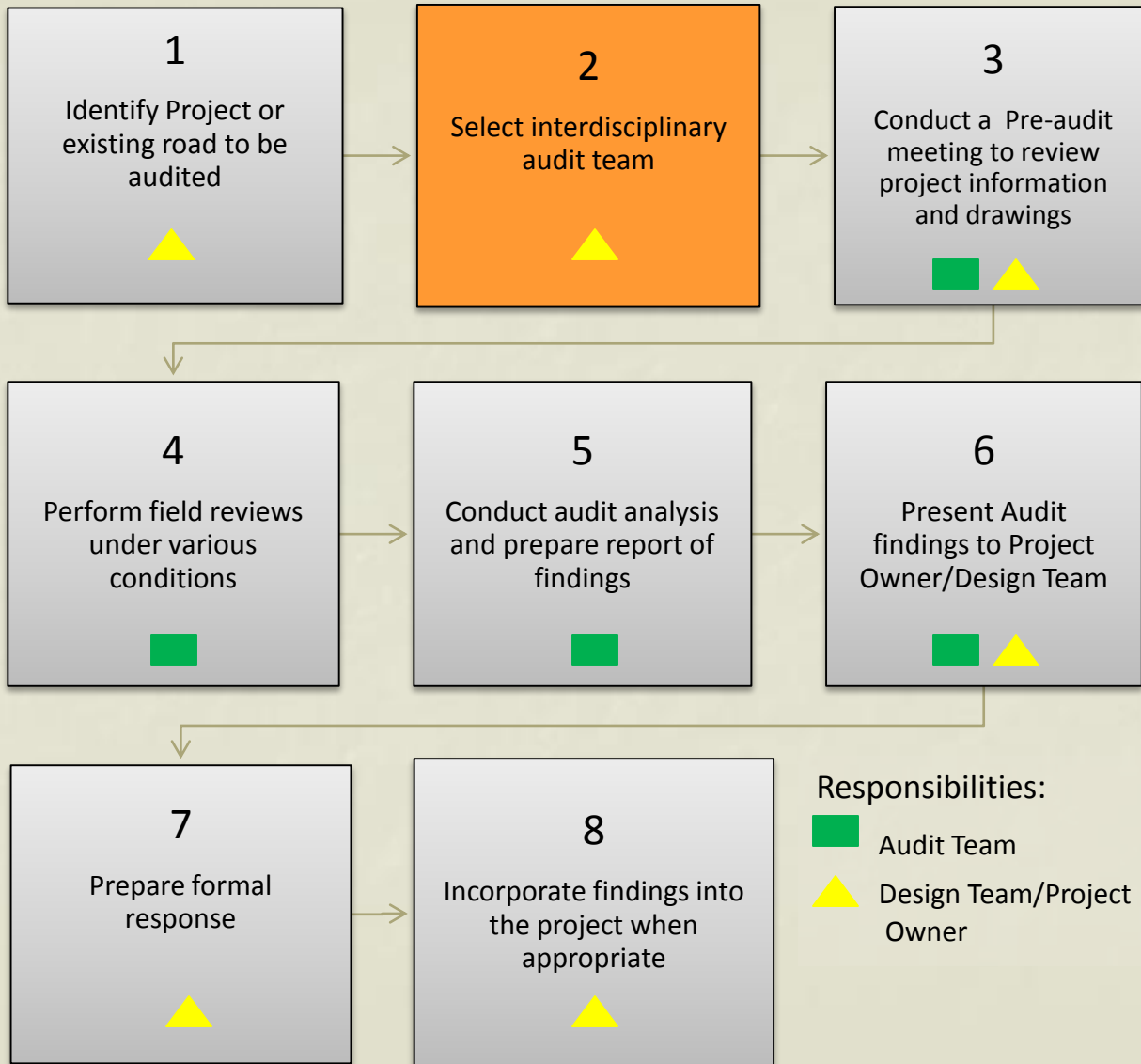
- Considers all road users

RSA Process

1 Identify Project or existing road to be audited ▲	**2** Select interdisciplinary audit team ▲	**3** Conduct a Pre-audit meeting to review project information and drawings ■ ▲
4 Perform field reviews under various conditions ■	**5** Conduct audit analysis and prepare report of findings ■	**6** Present Audit findings to Project Owner/Design Team ■ ▲
7 Prepare formal response ▲	**8** Incorporate findings into the project when appropriate ▲	

Responsibilities:

■ Audit Team

▲ Design Team/Project Owner

MCDOT Pedestrian RSA Corridors

Middlebrook Road
November 2016

Bel Pre Road
June 2015

Connecticut Avenue
May 2011

E. Gude Drive
April 2014

Randolph Road
September 2010

Rockville Pike
June 2009

Reedie Drive
April 2010

Randolph Road
March 2016

Lockwood Drive
Oct/Nov 2015

Colesville Rd at
University Blvd
January 2010

Piney Branch Road
October 2008

Colesville Road
November 2011

Woodmont Avenue
December 2014

Old Georgetown Road
May 2012

Wisconsin Avenue
December 2008

Fenton Street
September 2013

Georgia Avenue
March 2009

I-270

I-495

RSA Process

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Responsibilities:

■ Audit Team

▲ Design Team/Project Owner

Potential RSA Team Members

- Maryland SHA

- Montgomery County Police Department

- Montgomery County DOT

- Neighboring Jurisdictions

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Stakeholder Input

Responsibilities:

🟩 Audit Team

🔺 Design Team/Project Owner

Meeting Goals

- Review pedestrian crash data

- Review roadway features and deficiencies

- Obtain input from various roadway users

- Obtain input from agency representatives

- Identify areas of concern for review during field audit

4. Field Review

- Will be conducted over a 2 day session

- Observe road user characteristics

- Observe surrounding land uses

- Observe connections to the adjacent transportation network
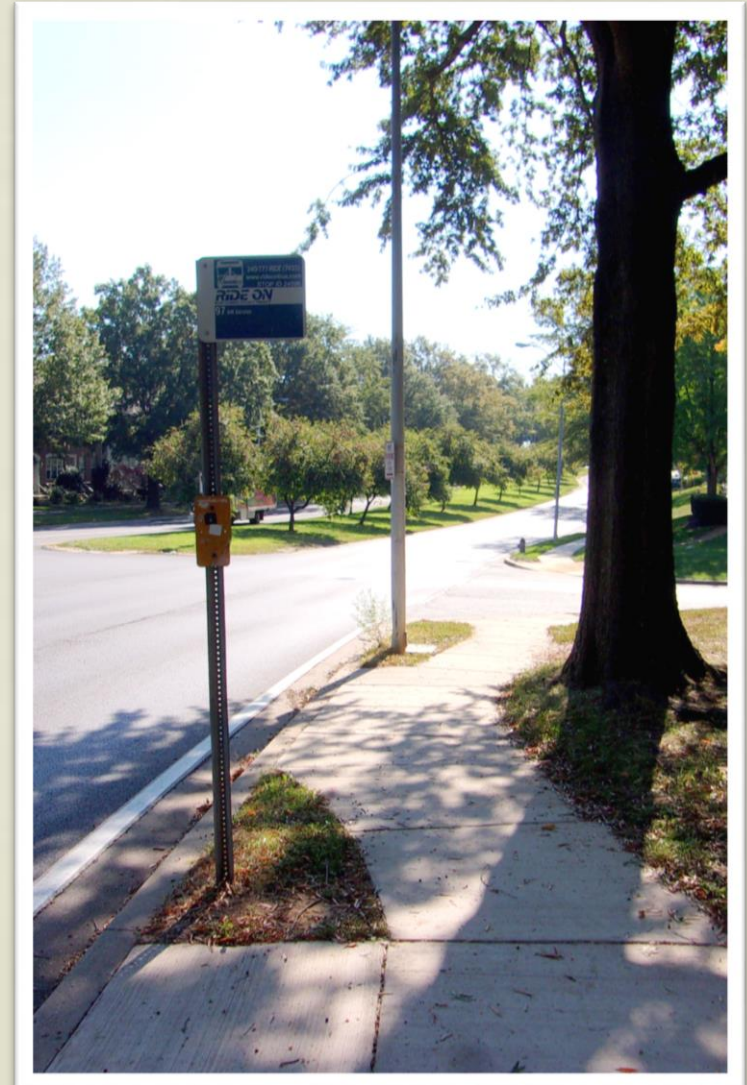
5. RSA Analysis

- Workshop setting

- Review background reports and design criteria

- Systematically review drawings and other information/data

- Identify, prioritize, and mitigate safety issues

6(a). Preliminary Findings Discussion

- RSA team, design team, owner

- Discuss preliminary findings and possible solutions

- Use results to write RSA report

Old Georgetown Road (MD 187)
Pedestrian Road Safety Audit

RSA Findings

April 25, 2012
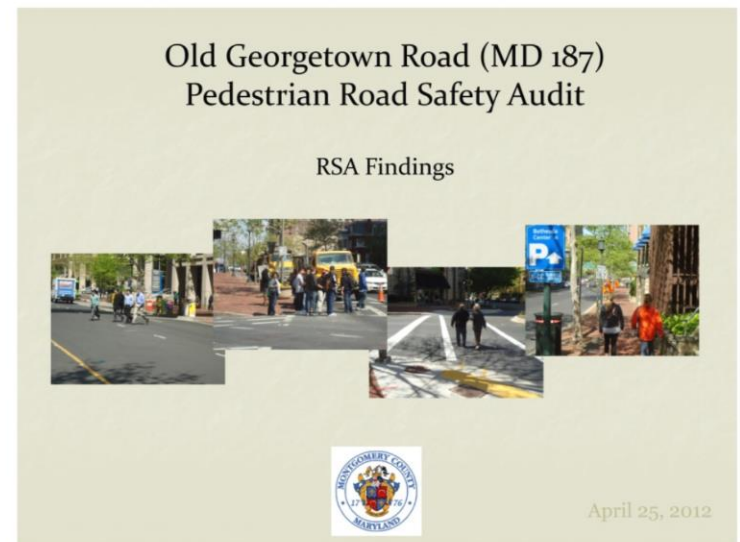
6(b). RSA Report

- Documents the results of the RSA

- Identifies and prioritizes safety issues

- Includes suggestions for improvements

Study Area
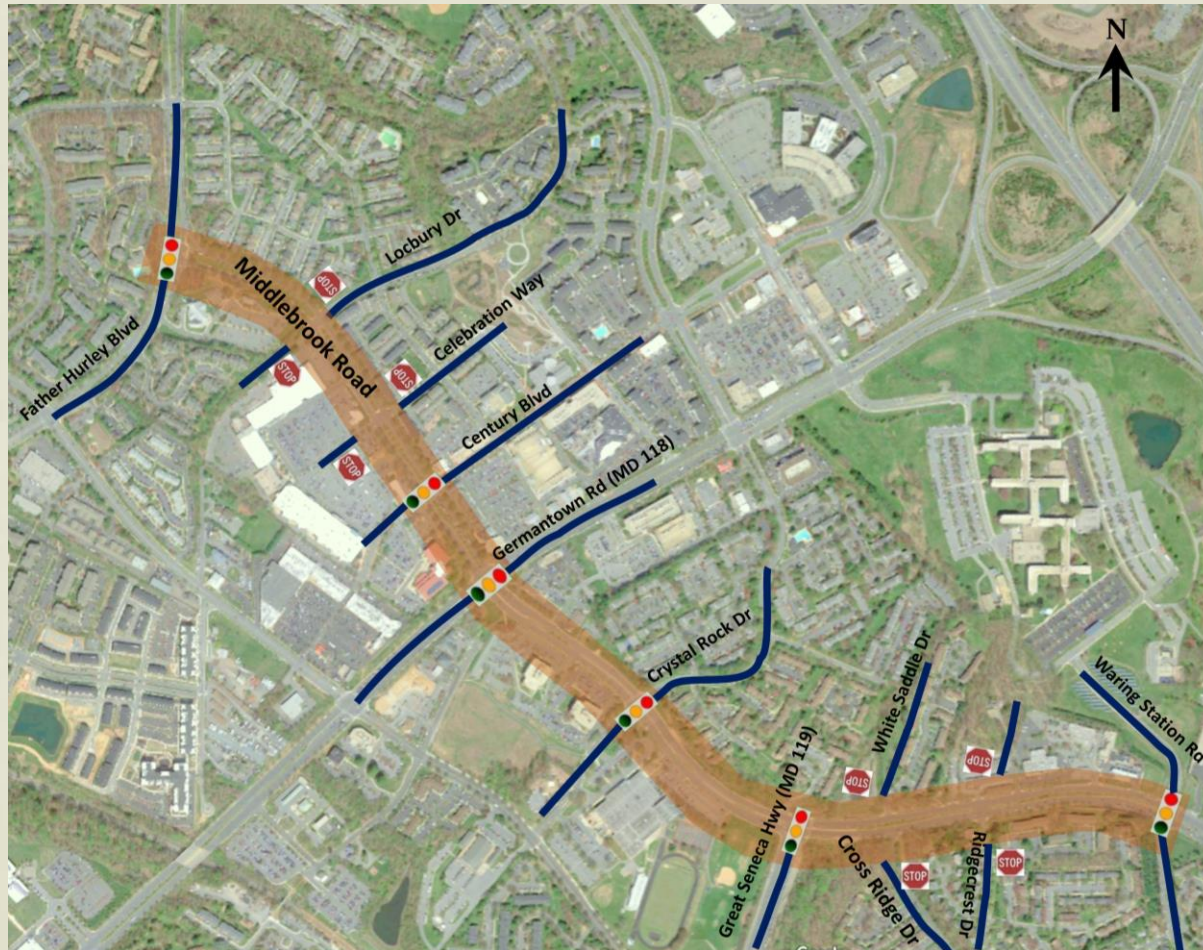
- Located in Germantown, MD
- Approx. 1.5 miles long
- Six signalized intersections
- Four- two-way stop controlled intersections
- 12 unsignalized driveway access points
- Marked pedestrian crosswalk at one unsignalized intersection
- 40 mph posted speed

Background

- Middlebrook Road is a divided four-lane road

- Crosswalks and pedestrian phasing are provided at all six signalized intersections

- One marked crosswalk is provided on the western leg of Middlebrook Road at the stop-controlled intersection of Celebration Way

- Adjacent land uses are a mix of commercial and residential developments

- Seneca Valley High School is located on this corridor

- There are 15 total "Ride On" bus stops

- There are sidewalks on both sides of Middlebrook Road

- There are dedicated bike lanes on both sides of the road between Waring Station Road and Great Seneca Highway

Pedestrian Crash Information

- 11 pedestrian and 6 bicycle related collisions occurred during the study period (2011-2015)

- All crashes were injury collisions

- No fatality crashes occurred during the study period

- 14 out of 17 crashes occurred in dry weather, and 3 crashes occurred during rain

- 10 out of 17 crashes occurred in daylight, 4 crashes occurred after dark, and 3 crashes occurred at dawn or dusk

- 11 crashes occurred during the AM/PM peak hours, and 6 crashes occurred during the off-peak hours

- The intersections at Crystal Rock Drive and Great Seneca Highway were the highest crash locations, with three pedestrian/bike crashes at each.
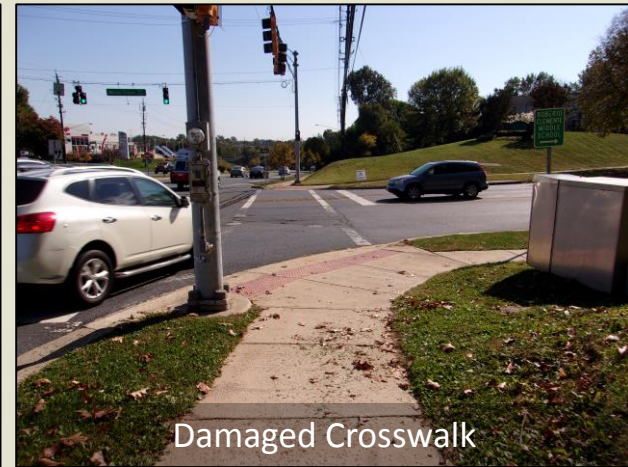
Preliminary Observations

Faded Crosswalk Markings

Ramps not Compliant with ADA Standards

Damaged Crosswalk

Damaged Pushbutton

Pedestrians Crossing Against Pedestrian Signal

Damaged Pedestrian Pushbutton Sign

Comments and Input

We appreciate your feedback!

Crash Frequency by Location