

East Gude Drive Pedestrian Road Safety Audit

Stakeholder Pedestrian Safety Meeting



May 1, 2014

Agenda

- Road Safety Audit Process Overview
- Project Overview
- Background
- Comments

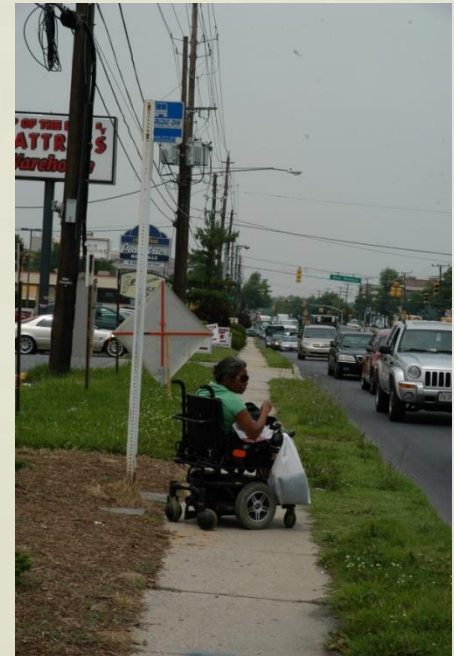
What is a Road Safety Audit?

A road safety audit is a formal safety performance examination of an existing or future road or intersection by an independent audit team.

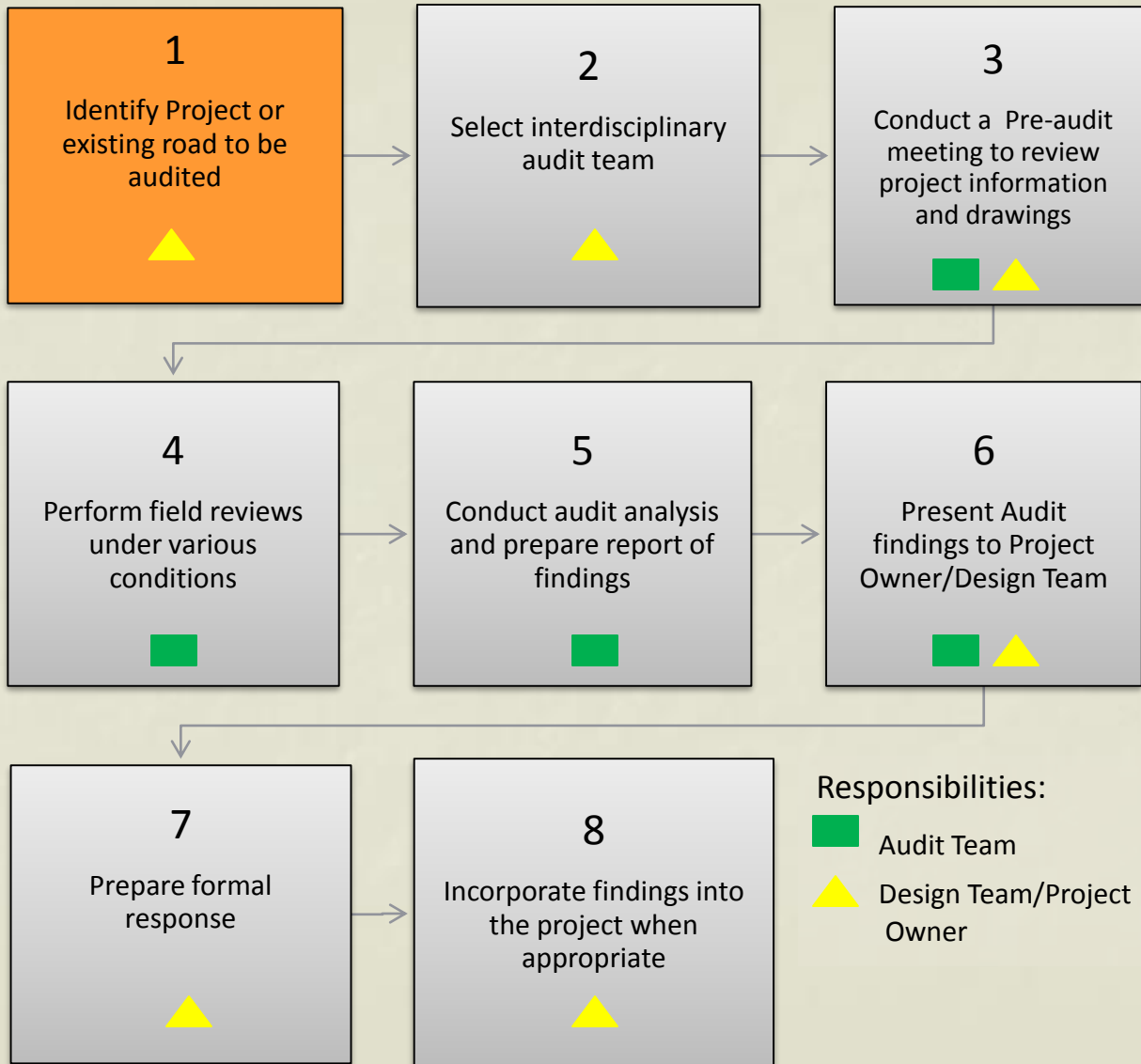
What is an RSA?

An RSA is a tool that:

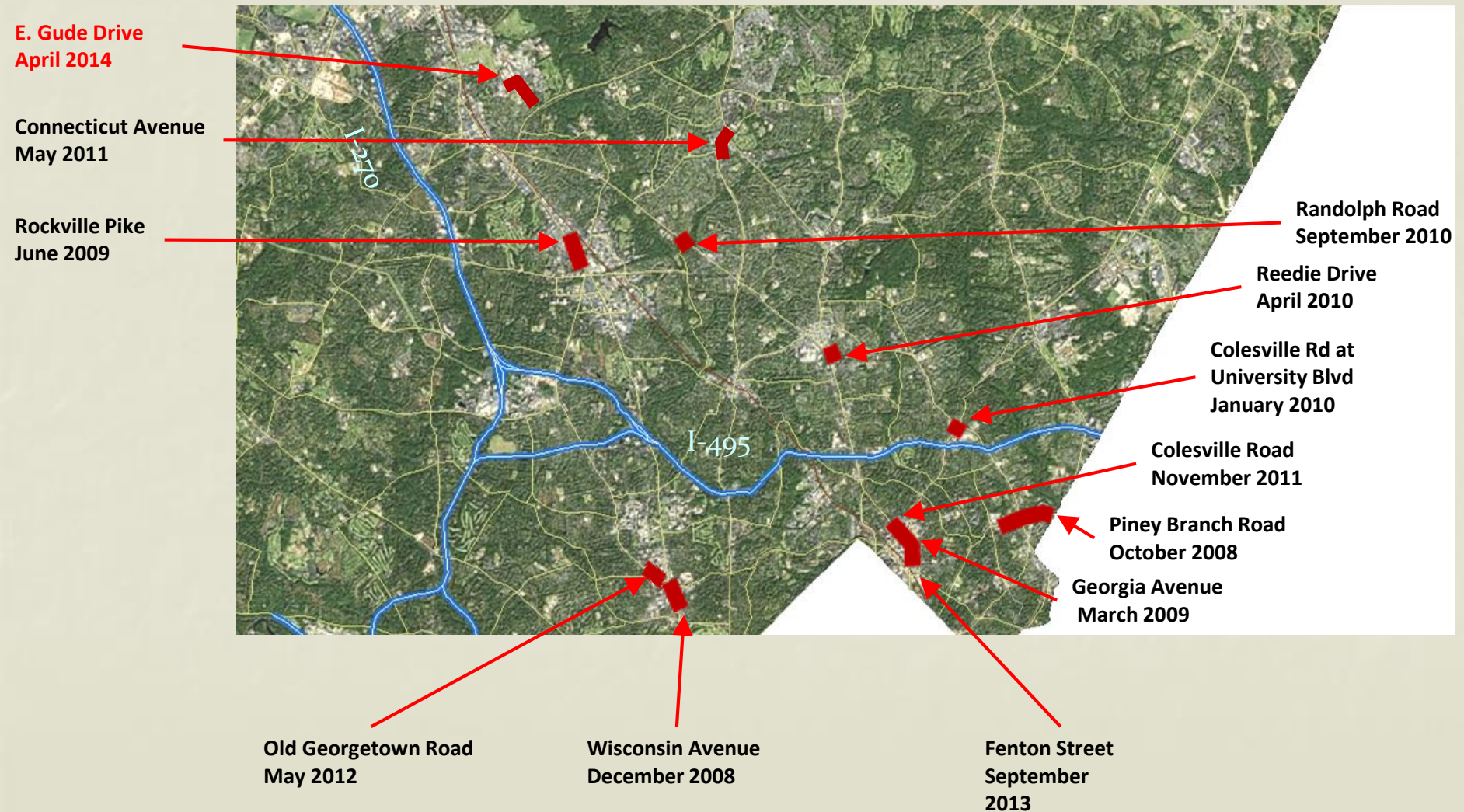
- Is a formal process
- Focuses on safety issues
- Proactive review of observed and potential safety issues to reduce risk
- Considers various environmental conditions
- Considers all road users



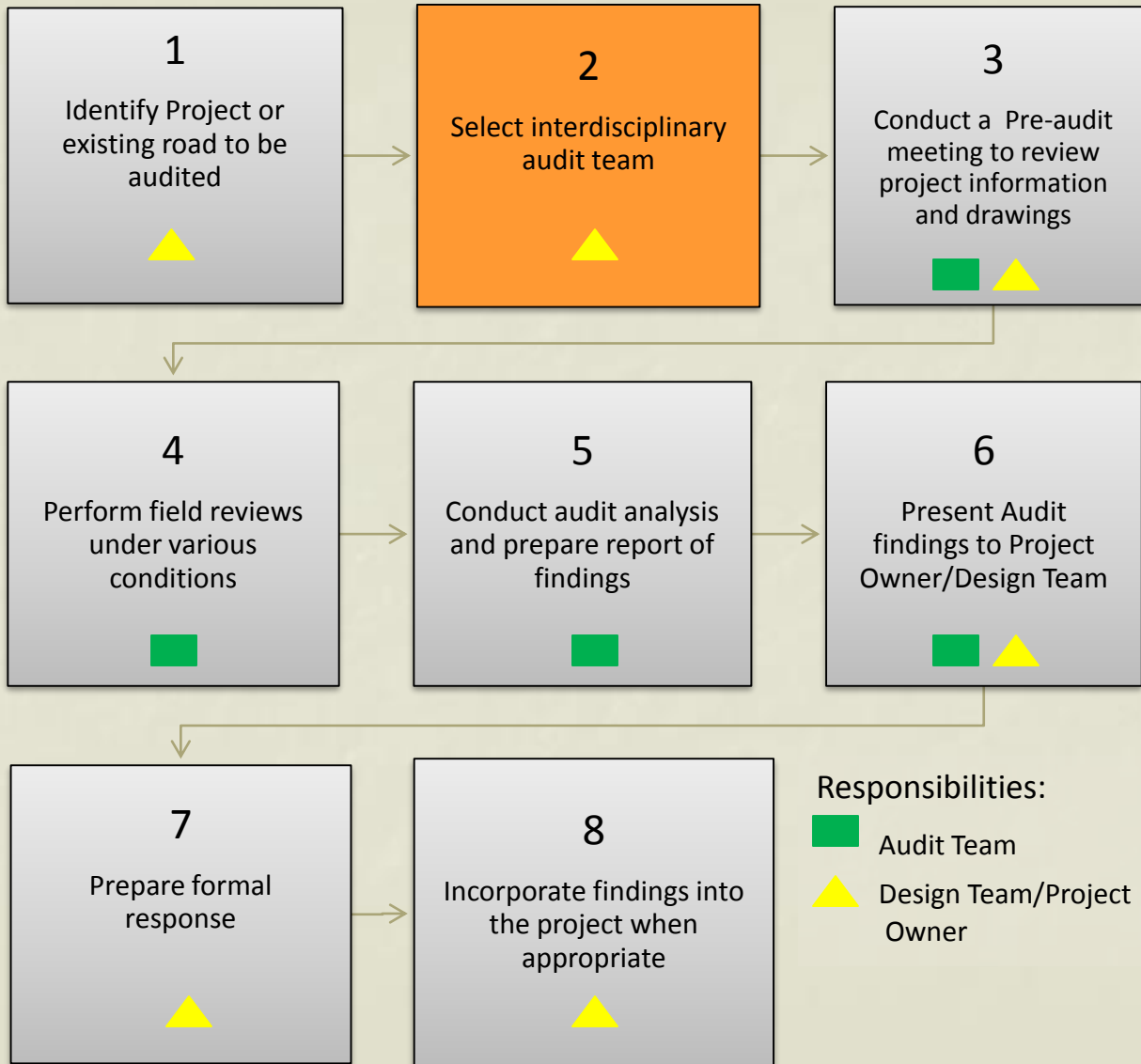
RSA Process



MCDOT Pedestrian RSA Corridors



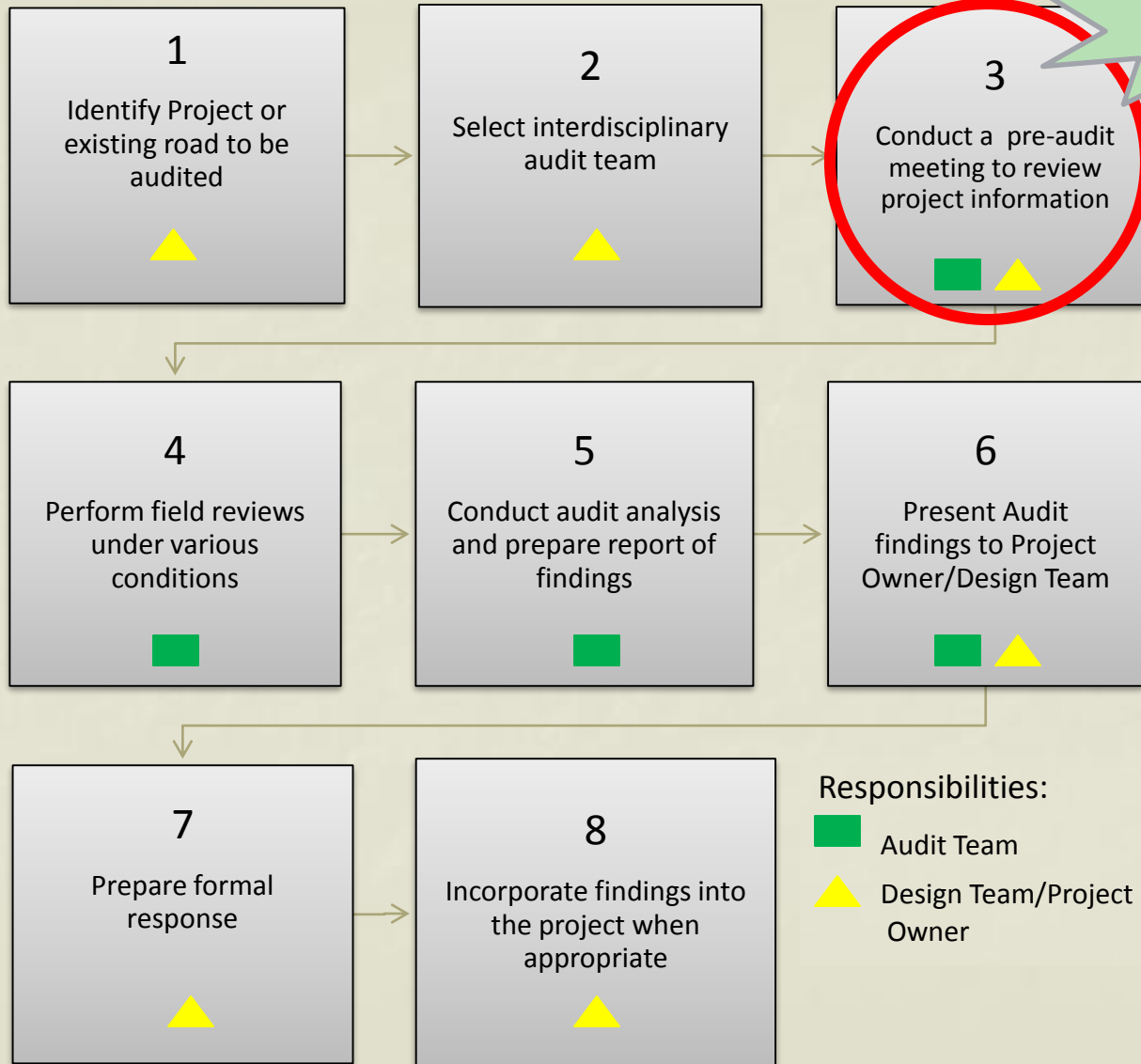
RSA Process



Potential RSA Team Members

- Maryland SHA
- Montgomery County Police Department
- Montgomery County DOT
- Neighboring Jurisdictions

RSA Process

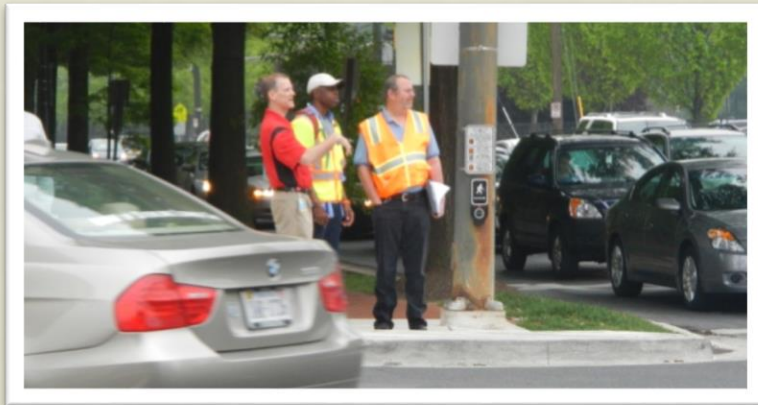


Meeting Goals

- 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



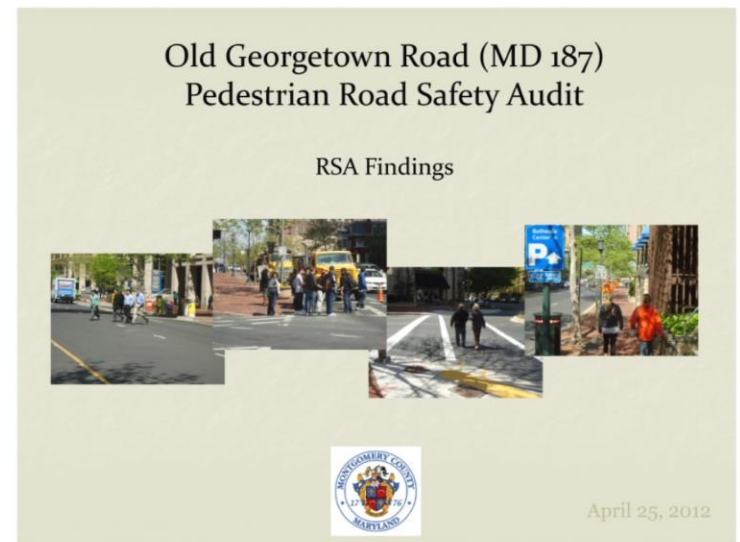
5. RSA Analysis

- 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

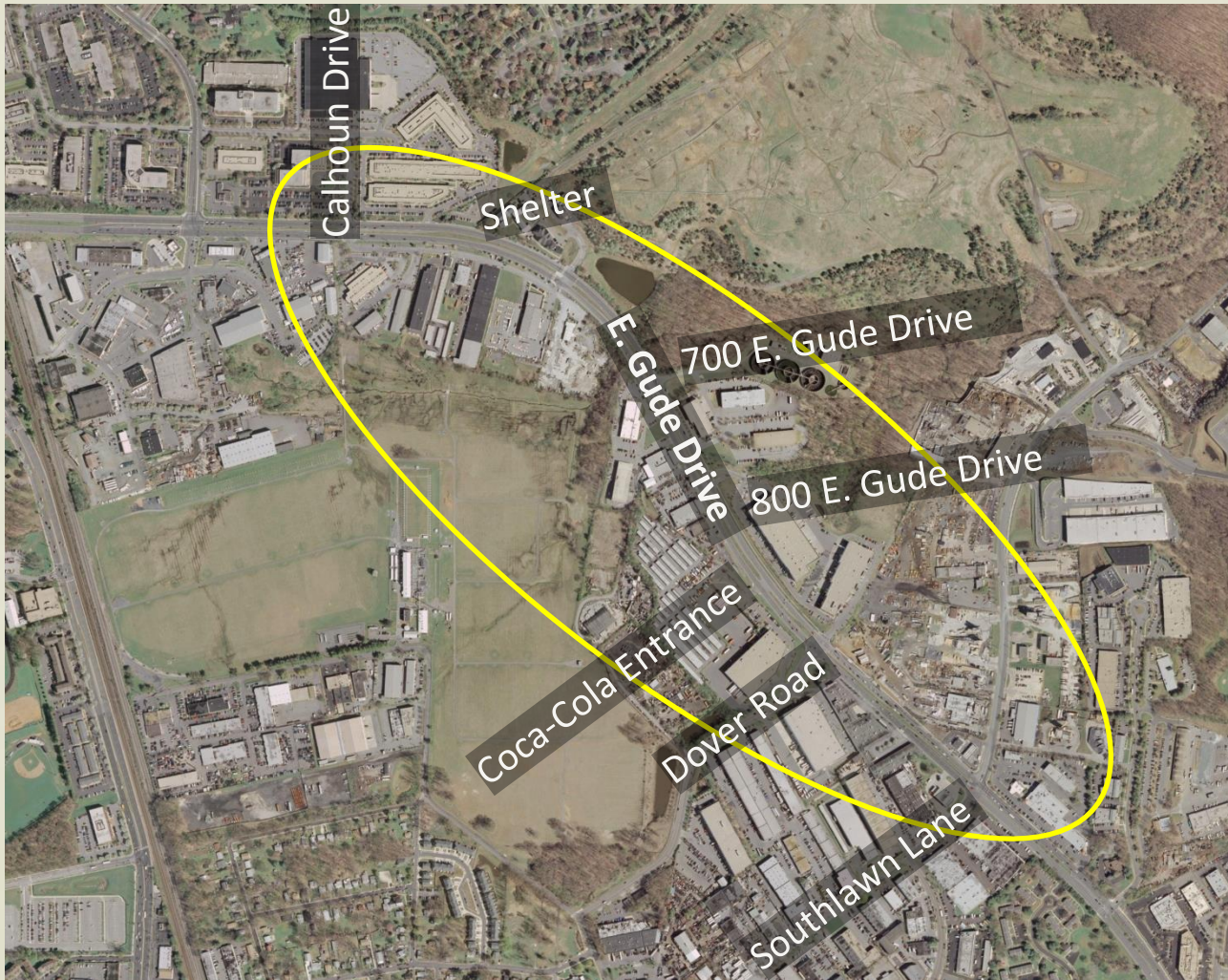


6(b). RSA Report

- Documents the results of the RSA
- Identifies and prioritizes safety issues
- Includes suggestions for improvements



Study Area



- Just outside of Rockville city limits
- Approx. 1 mile long
- Three traffic signals
- One HAWK beacon (For pedestrian crossings)
- Three unsignalized intersections
- 40 mph posted speed

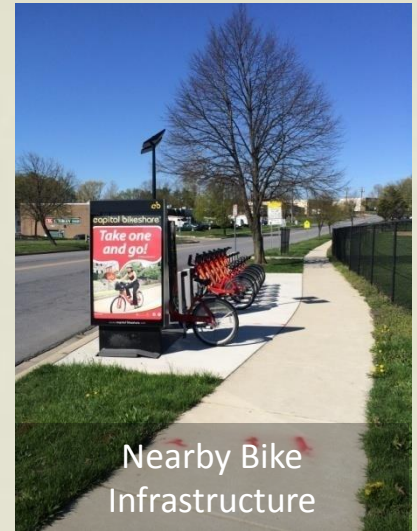
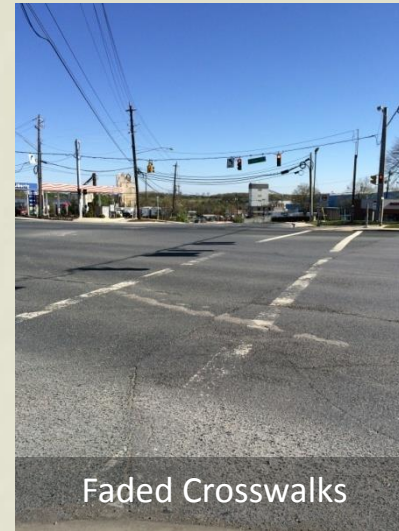
Background

- E. Gude Drive is divided throughout the study area.
- Eastbound
 - Two through lanes between Calhoun Drive and Dover Road
 - Three through lanes between Dover Road and Southlawn Lane
 - Dedicated single left turn lanes at median breaks, Dover Road and Calhoun Drive
 - Double left-turn lane at Southlawn Lane
- Westbound
 - Two through lanes, widens to a third lane between the shelter and Calhoun Drive
 - Dedicated single left-turn lanes at all median breaks and signalized intersections
 - Right-turn lane at the shelter entrance and Southlawn Lane

Background

- 18 pedestrian collisions occurred during the study period (2008-2013).
- 3 non-pedestrian crashes on the shelter property during study period are also included in analysis.
- Of the pedestrian collisions there were 1 not injured, 5 possible injuries, 5 non-incapacitated injuries, 6 incapacitated/disabled injuries and 1 fatality.
- The fatality occurred near the Exxon gas station at the intersection of Gude Drive and Southlawn Lane. The pedestrian was outside of the crosswalk.
- Pedestrian activity is generally related to the shelter and public transportation.
- 11 of the 18 pedestrian crashes occurred after the PM peak hour.

Preliminary Observations



Comments and Input



We appreciate your feedback!

Crash Frequency by Location

