

Pedestrian Safety Program (P500333)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,863	3,171	0	692	100	100	146	146	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,466	1,893	73	1,500	250	250	250	250	250	250	0
Construction	11,680	590	3,660	7,430	1,150	1,150	1,250	1,380	1,250	1,250	0
Other	503	503	0	0	0	0	0	0	0	0	0
Total	19,512	6,157	3,733	9,622	1,500	1,500	1,646	1,776	1,600	1,600	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	9,525	2,725	1,700	5,100	850	850	850	850	850	850	0
G.O. Bonds	7,105	550	2,033	4,522	650	650	796	926	750	750	0
PAYGO	2,782	2,782	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	19,512	6,157	3,733	9,622	1,500	1,500	1,646	1,776	1,600	1,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,500
Appropriation Request Est.	FY 16	1,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,890
Expenditure / Encumbrances		7,089
Unencumbered Balance		2,801

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 15
	19,512
Last FY's Cost Estimate	16,312
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and infrastructure for pedestrians and bicycles. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; bicycle signings and markings; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas and implementing identified physical improvements, education and outreach.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing level of effort project.

Justification

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the Central Business Districts (CBD) where there is a high concentration of pedestrians and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on the need for signage, pavement markings, circulation, and pedestrian accessibility.

Other

This project is intended to address the Engineering aspect of the Three E's concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and Advanced Transportation Management System.

Disclosures

A pedestrian impact analysis will be performed during design or is in progress.

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Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Mass Transit Administration, Maryland State Highway Administration, Wheaton Central Business District, Wheaton Regional Services Center, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Various CIP Projects