



# Pedestrian Safety Program

(P500333)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	12,578	8,578	-	4,000	350	650	650	650	550	1,150	-
Site Improvements and Utilities	9,245	7,695	-	1,550	200	250	200	250	200	450	-
Construction	19,885	1,152	1,033	17,700	2,200	2,800	2,650	2,700	2,350	5,000	-
Other	2,454	2,454	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>44,162</b>	<b>19,879</b>	<b>1,033</b>	<b>23,250</b>	<b>2,750</b>	<b>3,700</b>	<b>3,500</b>	<b>3,600</b>	<b>3,100</b>	<b>6,600</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	11,466	6,466	550	4,450	200	850	850	850	850	850	-
G.O. Bond Premium	650	-	-	650	650	-	-	-	-	-	-
G.O. Bonds	26,955	8,322	483	18,150	1,900	2,850	2,650	2,750	2,250	5,750	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,209	2,209	-	-	-	-	-	-	-	-	-
State Aid	100	100	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>44,162</b>	<b>19,879</b>	<b>1,033</b>	<b>23,250</b>	<b>2,750</b>	<b>3,700</b>	<b>3,500</b>	<b>3,600</b>	<b>3,100</b>	<b>6,600</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	3,700	Year First Appropriation	FY03
Cumulative Appropriation	23,662	Last FY's Cost Estimate	43,962
Expenditure / Encumbrances	20,894		
Unencumbered Balance	2,768		

## PROJECT 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; High-Intensity Activated crossWalk (HAWK) signals; 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

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Disabilities Act (ADA). This project is data driven and 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

FY22 cost increase for more improvements related to Safe Routes to Schools.

## PROJECT JUSTIFICATION

Montgomery County's history of pedestrian and bicyclist safety includes the 2002 Blue Ribbon Panel, 2007 Pedestrian Safety Initiative, and most recently the 2017 Vision Zero Two-Year Action Plan. This project seeks 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 pedestrian activity and safer access to schools and mass transit. 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, cyclists, and motorists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. Safe Routes to Schools walkability audits for Montgomery County schools are completed through this program, and studies identify needs and prioritize 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. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

## FISCAL NOTE

In FY21, funding switch with CR: General to allocate \$650,000 to GO Bond Premium. In FY20, funding switch with CR: General to allocate \$300,000 to GO Bonds. In FY22, additional \$200,000 in GO Bonds was added for studies.

## DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement 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, and

