

Regional Roadway Safety Program: Two Case Studies

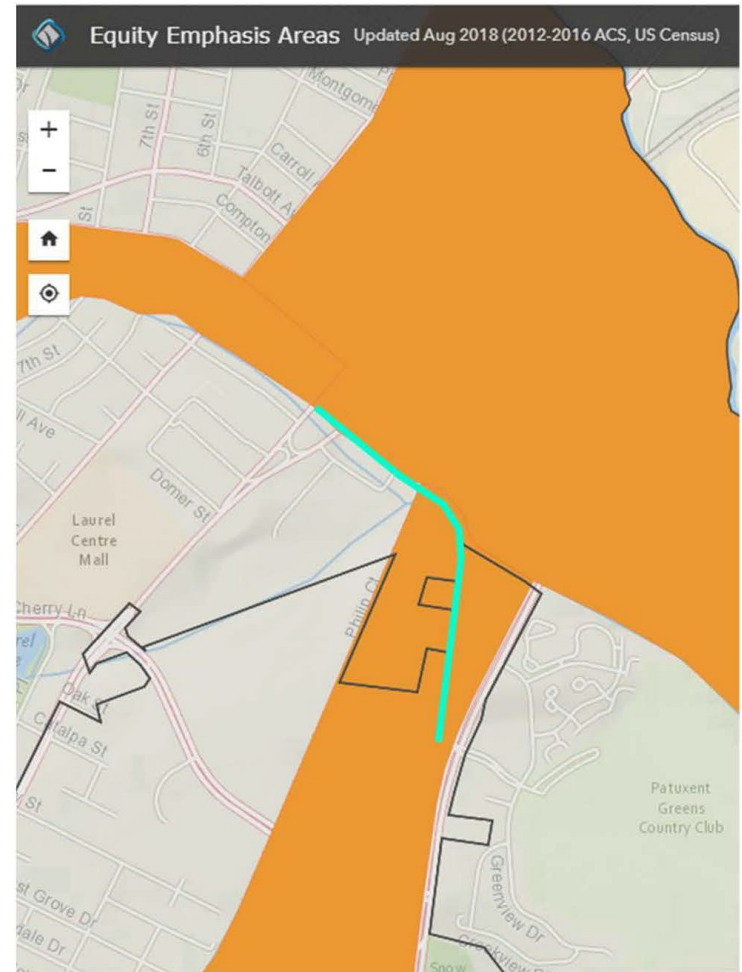


Bowie Road - Road Safety Audit

City of Laurel, MD

Project Background

- 0.7-mile corridor serves EEA community
- 112 crashes reported 2019-2020, including one fatal pedestrian crash
- Sought to improve roadway safety for all users by identifying safety risks and recommending improvements
- Project resulted in a report outlining safety issues, recommendations, and estimated cost of improvements



SOURCE: MWCOG Equity Emphasis Areas Map Webpage



Bowie Road - Road Safety Audit

City of Laurel, MD



Deteriorating sidewalk



Overgrown vegetation



SOURCE: City of Laurel Department of Public Works

Missing crossing at NB US 1



Bowie Road - Road Safety Audit

City of Laurel, MD



Wide intersection without defined pedestrian path; tripping hazard



Insufficient crosswalk marking contrast



SOURCE: City of Laurel Department of Public Works

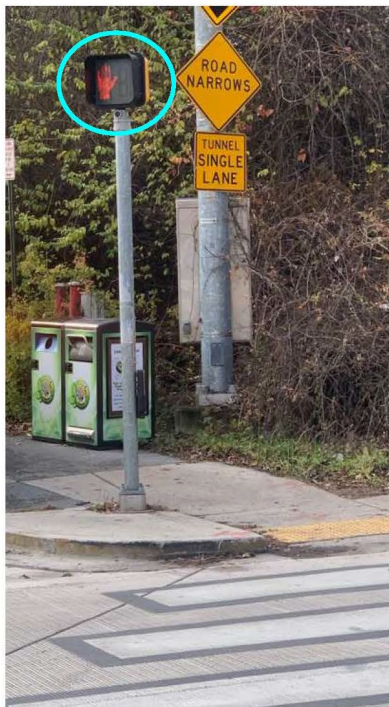
Faded pavement marking



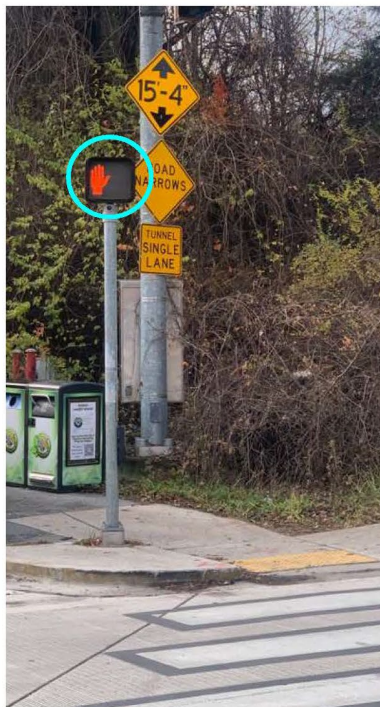
Bowie Road - Road Safety Audit

City of Laurel, MD

Improved alignment of pedestrian signal

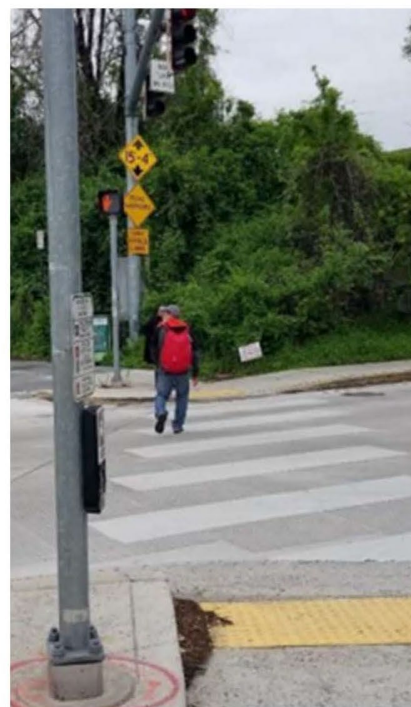


Before

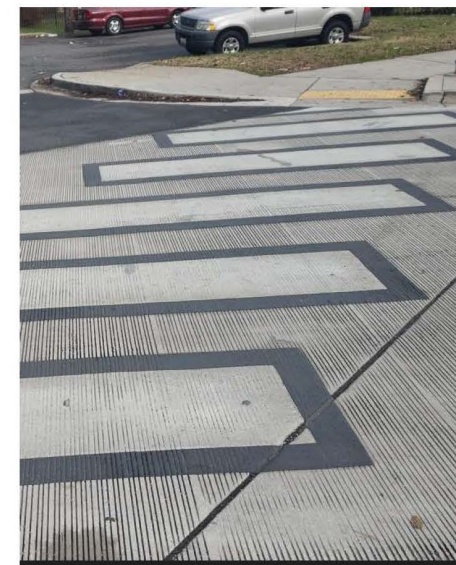


After

Improved visibility of crosswalk



Before



After

SOURCE: City of Laurel Department of Public Works



Planting Seeds for Regional Roadway Safety, One Traffic Garden at a Time

Arlington and Prince George's Counties

Project Background

- Project targeted most vulnerable road users
- Over 1,700 children involved in a crash between 2015 – 2018
 - Several crashes occurred near school bus or school
- Project developed a traffic garden installation toolkit for the implementation of school-based traffic garden projects



SOURCE: Vision Zero Prince George's County/Flickr



Planting Seeds for Regional Roadway Safety, One Traffic Garden at a Time

Arlington and Prince George's Counties



Westside Elementary School Traffic Garden in Roanoke, Virginia.



SOURCE: Fairfax County, VA
(<https://www.fairfaxcounty.gov/health/fairfax-county-opens-new-traffic-garden-collaborative-pedestrian-safety-effort>)



Planting Seeds for Regional Roadway Safety, One Traffic Garden at a Time

Arlington and Prince George's Counties



A design and installation guide for traffic gardens, brought to you by Arlington County, Virginia, and Prince George's County, Maryland



Design and Installation Guide

- Provides guidance and resources throughout the traffic garden planning and installation process
 - Introduction to traffic gardens
 - Developing a project vision
 - Site selection guidance
 - Designing layout elements
 - Marketing and maintenance



TLC Program: A Few More Case Studies

John Swanson, TPB Transportation Planner



Low-Income Fare Study

Alexandria, VA



City of Alexandria Low-Income Fare Pass Assessment

STUDY OVERVIEW AND FINDINGS



Scenarios Evaluated in the Study

- **Scenario 1:**
Free fares for all riders on DASH services.
- **Scenario 2:**
Free fares for low-income residents* on DASH and WMATA services (Metrobus and Metrorail).
- **Scenario 3:**
Half-price fares and passes for low-income residents* on DASH and WMATA services.

**"Low-income residents" are assumed to be all Supplemental Nutrition Assistance Program (SNAP) participants in the City (approx. 8,500 people). The City has approximately 18,100 residents who qualify for SNAP benefits based on income, and 33,200 residents with incomes at or below 200 percent of the poverty level.*



Summary of Findings

- Any of the three scenarios would have a significant and positive impact for the lowest income riders in the City.
- Scenario 1, free fares for all on DASH, best achieves the stated goals for this study at moderate cost:
 - **Benefits the largest number of riders**, including over 33,000 City residents with incomes below 200 percent of the poverty level, and many others who are just above that threshold.
 - **Easiest to implement and manage from an administrative perspective.**
 - Results in the **highest transit ridership increase.**
 - **Improves service performance** by speeding up the boarding process.



Low-Income Fare Study

Alexandria, VA

Following the TLC study...

- DASH eliminated fare collection in September 2021 as part of the launch of the New DASH Network.
- Funded by DRPT grant and increase in FY22 city subsidy;
- ATC Board adopted Fare Free Framework Policy in September 2021.



Congress Heights Pedestrian Access Study

Washington, DC



Congress Heights Pedestrian Access Study

Washington, DC

Identified Neighborhood-Scale Opportunities



Congress Heights Pedestrian Access Study

Washington, DC

Curb Extensions

EXISTING ISSUE



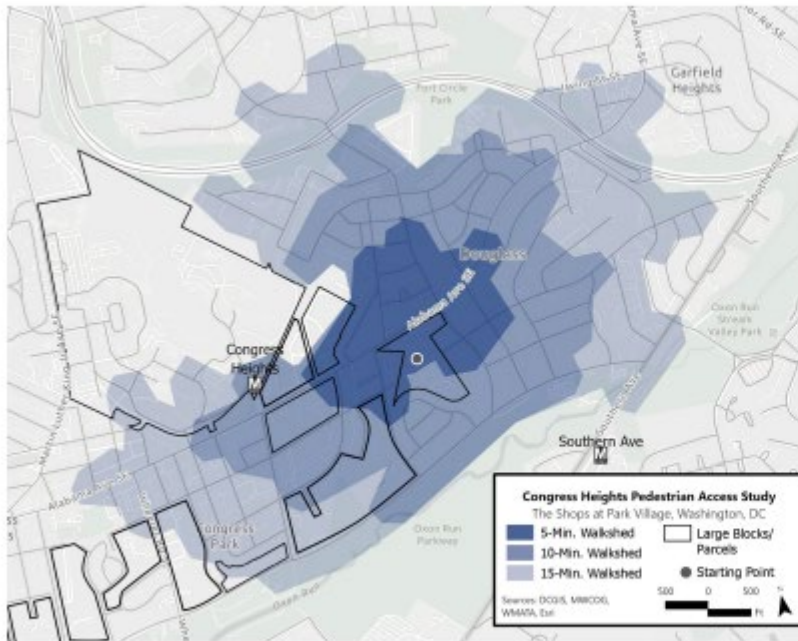
POTENTIAL TREATMENT



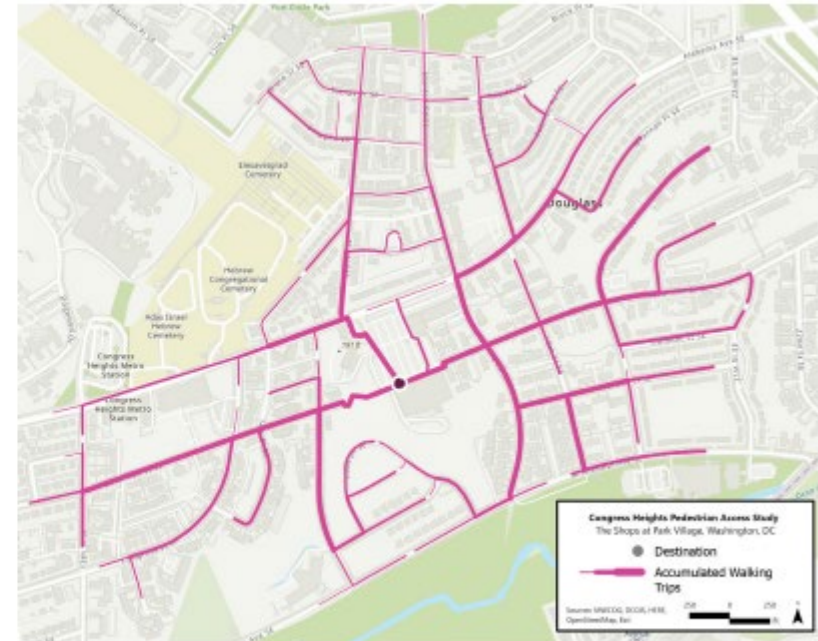
Congress Heights Pedestrian Access Study

Washington, DC

The Shops at Park Village (Giant): One of four locations analyzed



Walkshed Analysis



Preferred Walking Routes



Congress Heights Pedestrian Access Study

Washington, DC

Summary of Recommendations

- CHRC-2** Design Alabama Avenue SE entrance for increased pedestrian volumes
- CHRC-3** Design vehicular site access for low travel speeds and to discourage cut-through traffic
- CHRC-4** Install a dedicated pedestrian facility in the alley to tie into the pedestrian connection from the northeast corner of the site
- CHRC-5** Ensure the redesigned Recreation Center site features a continuous pedestrian connection through south side of site (supporting Savannah Street SE pedestrian corridor recommendation)
- CHRC-6** Ensure pedestrian connections at the southeast and south edges of the site are adequately designed and sized
- CHRC-1** Improve crossing on Wheeler Road SE at Savannah Street SE, potentially including curb extensions and/or road diet on Wheeler Road SE
- CHRC-7** Add wayfinding signage to indicate access points to and *through* the site

Figure 4-21. Congress Heights Recreation Center Pedestrian Access Recommendations



FY 2024 Projects – TLC

Jurisdiction Name	Project	Panel Recommendation
City of Alexandria	South Pickett Street Corridor Improvements Study	80,000
City of Falls Church	East-West Pedestrian/Bicycle Connection Between W&OD Trail and West End	80,000
Prince William County	Green Infrastructure in Urbanized Capital Projects	75,000
Prince William County	Yorkshire Multimodal Corridor Planning Study	80,000
City of Frederick	East Street Redesign 30% Design	80,000
City of Gaithersburg	Gaithersburg Safe Routes to School – Priority Improvements Study	80,000
City of Rockville	Mannakee Street Complete Streets Feasibility Study	80,000
City of Takoma Park	Laurel Avenue Street Closure Traffic Study	60,000
Montgomery County	Planning for Restarting and Expanding FLEX Service	60,000
Prince George’s County	Bus Stop Safety and Accessibility	80,000
Total		755,000



FY 2024 Projects – RRSP

Jurisdiction	Project Name	Requested Amount	Funding Recommendation
<i>Maryland Projects</i>			
City of Frederick	Jefferson-Patrick Redesign Study	\$80,000	\$80,000
City of Gaithersburg	Local Roadway Safety Plan	\$80,000	\$60,000
Montgomery County	Bel Pre Road Safety Improvement Project	\$80,000	\$80,000
City of Rockville	Pedestrian Crossing Guidelines	\$60,000	\$40,000
<i>Virginia Projects</i>			
City of Alexandria	Pedestrian Lighting Improvements Study	\$80,000	\$80,000
Arlington County	Regionwide, Data-Driven Anti-Drunk Driving Campaign	\$80,000	\$80,000
City of Fairfax	Main Street Corridor RSA	\$80,000	\$80,000
Prince William County	Darbydale/Forestdale Avenue Corridor Retrofitting Project	\$80,000	\$50,000



Questions for the CAC

- Do you think that TLC and RRSP are regional programs? If so, how? Or they really just programs for local governments?
- Do you have any suggestions for how we can share information about the work of these programs?



Thanks

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