



MEMORANDUM

January 24, 2012

TO: Mayor and Council

FROM: Traffic and Transportation Commission

SUBJECT: Most Dangerous Intersections for Pedestrians

At the request of the Mayor and Council, the Traffic and Transportation Commission has prepared a list of the top ten most dangerous intersections in the City, based on the occurrence of pedestrian and bicycle related crashes (2006 – 2010) and a 2009 Pedestrian Safety and Accessibility Evaluation completed by the City. As you will see, locations with the highest prevalence of pedestrian related collisions are within intersections owned by the Maryland State Highway Administration (SHA) and maintained by Montgomery County Department of Transportation (MCDOT) The table below includes the number of accidents recorded during the 2006 – 2010 period, the priority rating according to the 2009 study, and the deficiency between the existing pedestrian crossing time and that recommended by the 2009 Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), which the State of Maryland is in the process of adopting.

Intersection	# of Accidents 2006 - 2010	2009 Pedestrian Safety Inventory Rank	Crossing Time Deficiency
MD 355 & Edmonston	10	High	14 seconds
MD 355 & Beall	9	High	10 seconds
MD 355 & Twinbrook Pkwy	8	High	3 seconds
MD 586 & Atlantic Ave	7	High	4 seconds
MD 355 & Halpine Rd	6	Medium	8 seconds
MD 355 & King Farm Blvd	5	Medium	9 seconds
MD 355 & Redland Blvd	5	Medium	14 seconds
MD 28 & Avery Rd	4	High	17 seconds
MD 28 & Baltimore Rd	3	High	16 seconds
MD 355 & Twinbrook Pkwy	3	Medium	9 seconds

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Engineering

The most dangerous intersections in Rockville are on State roads, with intersections controlled by Montgomery County, so continued collaboration and engagement at staff level, and through advisory bodies such as the County's Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC) will be essential for success. Having a member of the Rockville Council succeed former councilmember Britton as the Maryland Municipal League representative to the PBTSAC will also be very helpful to maintaining momentum for these efforts.

There are a wide variety of engineering changes that can help improve safety at the most dangerous intersections as described in the City's 2009 study. The table above highlights one simple but important change in increasing the time allowed for pedestrians to cross the street. The County has committed in principle to upgrade these intersections to comply with the national MUTCD standard, but indicated that the implementation process could take several years. The Traffic and Transportation Commission believes active engagement of City staff and councilmembers can help to ensure that the safety of these intersections is given appropriate priority and that when the signals are updated, the pedestrian crossing time fully conforms to the 3.5 feet per second national standard walking speed in the MUTCD.

Education and Enforcement

Engineering enhancements alone cannot fully address pedestrian safety in Rockville. Enforcement and education initiatives are also required to ensure that people use safety features provided at a well-engineered intersection. At the most dangerous intersections, anecdotal evaluation suggests pedestrians have a very low rate of compliance with the signals. Safe intersections require (1) that pedestrians are provided with a well-engineered, safe, convenient, and timely means to cross the roadway, (2) that those pedestrians are educated about the proper way to cross, and (3) that pedestrians are discouraged from unsafe crossing by robust enforcement of traffic safety regulations.

As Rockville Pike redevelops according to the Master Plan, we anticipate moving to a pedestrian friendly, multimodal road network as described by the Complete Streets Policy. Leadership by the Mayor and Council will strengthen the ongoing efforts of the City of Rockville's Pedestrian and Bicycle Safety Committee and support City staff as they engage with their County and State counterparts. The Traffic and Transportation Commission and the Rockville Bicycle Advisory Committee look forward to helping the Mayor and Council ensure the safety of our pedestrians and bicyclists.