

LEMAY ROAD AND RIDGWAY AVENUE INTERSECTION IMPROVEMENT REPORT

Lemay Road and Ridgway Avenue Intersection

Twinbrook Safe Routes to School and Transit Access Feasibility Studies
City of Rockville Contract No. BCS 2017-01H

December 2024

Prepared For:

City of Rockville
111 Maryland Ave,
Rockville, Maryland 20850

Prepared By:

Mercado Consultants, Inc.
17830 New Hampshire Avenue
Suite 200
Ashton, Maryland 20861

AECOM
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Hunt Valley, Maryland 21030

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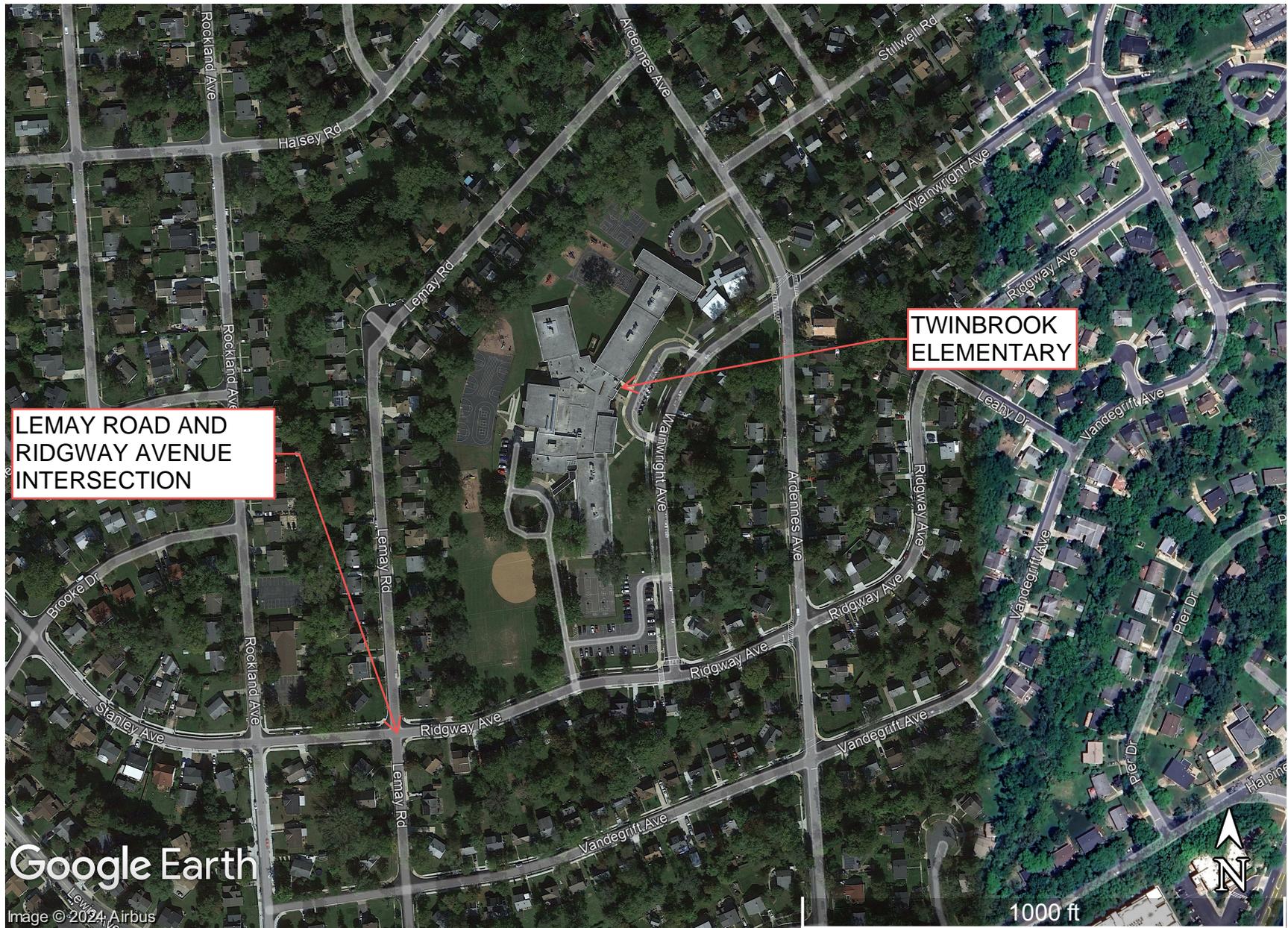
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FIGURE:

1. LOCATION MAP



LEMAY ROAD AND RIDGWAY AVENUE INTERSECTION
FIGURE 1: LOCATION MAP

I. PROJECT INTRODUCTION

This report has been prepared for the City of Rockville as part of the Vision Zero program, a priority initiative of the Mayor and Council that seeks to eliminate serious injuries and fatalities that result from traffic crashes. This program is multimodal and aims to improve roadway safety for pedestrians, bicyclists, transit users, and motorists. The Twinbrook Safe Routes to School and Transit Access study will identify opportunities to improve intersection safety for all modes of transportation, especially for trips to and from Twinbrook Elementary School and the Twinbrook Metro Station. The intersections studied included:

1. Ardennes Avenue and Crawford Drive
2. Ardennes Avenue and Halsey Road
3. Ardennes Avenue and Halpine Road
4. Ardennes Avenue and Ridgway Avenue
5. Ardennes Avenue and Wainwright Avenue
6. Chapman Avenue and Bouic Avenue
7. Chapman Avenue and Twinbrook Parkway
8. Lemay Road and Ridgway Avenue

Additionally, as a separate effort, this project evaluated the feasibility of constructing a sidewalk along several street segments in Twinbrook including:

1. Brooke Drive between Lewis Avenue and Rockland Avenue
2. Crawford Drive between Rockcrest Circle and Hillcrest Park
3. Crawford Drive between Atlantic Avenue and Ardennes Avenue
4. Halsey Road between Henry Road and Ardennes Avenue
5. Lemay Road between Vandegrift Avenue and Ardennes Avenue
6. Midway Avenue between Crawford Drive and Stillwell Road
7. Wade Avenue between Edmonston Drive and Crawford Drive

This project was funded by a MDOT Transportation Alternatives (TA) Program grant, and the improvements and cost estimate are proposed by the project team consisting of Mercado Consultants and AECOM.

II. PROJECT DESCRIPTION

This report discusses the feasibility of improvements at the intersection of Lemay Road and Ridgway Avenue. Please see Appendix A for the recommended feasible safety upgrades and cost estimate.

III. DESIGN CRITERIA AND ASSUMPTIONS

The design criteria used for intersection improvements include both intersection and sidewalk aspects. Intersection design criteria come from the AASHTO Geometric Design of Highways and Streets. This reference document outlines specific elements affecting the performance of pedestrians at intersections. The elements outlined include sidewalk and crosswalk width, crossing distances, conflicting traffic volumes, speed and visibility of approaching traffic, turning speeds, permissive right-turn-on-red, permissive left-turn movements, crosswalk lighting, and accessibility for persons with disabilities. Improving these elements was explored within this study.

The Maryland Manual on Uniform Traffic Control Devices (MD MUTCD) was referenced for the proposed signs, placement, pavement markings, and traffic control devices applicable to improving

the intersections studied. Specifically, the MD MUTCD was referenced for choosing advanced warning signs and sign placement. This document was also used for proposing crosswalks, upgrading crosswalk style, and pavement markings for the crosswalk and stop bar. The MD MUTCD was also used for verifying warrants for additional proposed traffic controls at the intersections.

The NACTO Urban Street Design Guide was also used as a reference for intersection upgrades. Various design techniques are outlined in this document which improve pedestrian safety and mobility across intersections.

The sidewalk criteria for the intersection came from the ADA Standards for Accessible Design and the recently adopted Public Right-of-Way Accessibility Guidelines. A 5-foot minimum width sidewalk was proposed to meet this standard. The acceptable running slopes on the ramps are 12:1 maximum, and the proposed landing pads are a minimum of 5-foot x 5-foot with a 48:1 maximum cross-slope. The depressed landing pads located at crossings contain a 2-foot-wide minimum detectable warning surface.

The buffer between the proposed sidewalk and back of curb was set to a 2-foot minimum but could vary to avoid tree and utility impacts. Any proposed sidewalk was also set to tie into existing sidewalk where applicable.

It was assumed the proposed sidewalk is entirely within the City of Rockville's right-of-way. Impacted fences, mailboxes, and other resident belongings located within the City of Rockville's right-of-way are to be relocated. Impacted steps or resident walkways are to be reconstructed to tie into the proposed sidewalk. Utility impacts such as inlets, fire hydrants, and utility poles were avoided.

The Fire Department Access Performance-Based Design Guide was also referenced for the intersection upgrades. This guide dictates the roadway clear width to be 20-foot minimum for emergency vehicles. The curb radius recommended at intersections is 25-foot minimum and was used to upgrade curb radii throughout the site.

The design vehicle recommended to be used to confirm turning movements for this intersection is a School Bus (S-BUS-40) per the direction of the City of Rockville. It is also assumed the intersection will remain stop-controlled along Lemay Road.

IV. EXISTING CONDITIONS

Lemay Road is an undivided two-way road, classified by the city as a secondary residential road. Ridgway Avenue is an undivided two-way road, classified by the city as a secondary residential road. The four-way intersection of Lemay Road and Ridgway Avenue is stop-controlled along Lemay Road. The posted speed through the intersection is 25 MPH. This intersection is located 0.2 miles from Twinbrook Elementary School and 0.4 miles from the Twinbrook Metro Station.

The approaches to the Lemay Road and Ridgway Avenue intersection do not contain pavement markings for lane separation. There are existing crosswalks on the north, south, and east approaches. Only the north and south approaches have stop bars, as they are stop-controlled.

The Lemay Road and Ridgway Avenue intersection has an existing sidewalk along both sides of Ridgway Avenue. There is also an existing sidewalk along the east side of Lemay Road. There is currently another feasibility study for the addition of sidewalk on the west side along Lemay Road. There is an existing fire hydrant on the southeast corner of the intersection along Lemay Road. There

is an existing utility pole at the southwest corner of the intersection along Lemay Road. There is also an existing inlet on the northwest corner of the intersection along Lemay Road.

The Lemay Road and Ridgway Avenue intersection is fairly level at the intersection and approaches. There is a slight slope downward leading east along Ridgway Avenue. The existing curb radii at the intersection are approximately 25-feet.

Please see Appendix B for existing site photos.

V. CRASH DATA

There are two police-reported crashes at this location during the 2018-2022 study period. Please see Appendix C for Crash Data.

VI. ALTERNATIVES CONSIDERED

Various strategies were considered for improving safety at the Lemay Road and Ridgway Avenue intersection. The project team first considered proposing curb extension or bulbouts along the Ridgway Avenue legs of this intersection since this strategy is effective in decreasing the speed of vehicles approaching the intersection. Curb extensions also decrease the length of crosswalks therefore decreasing conflict points through the intersection. Due to the narrower roadway clear width, existing stop bars are relocated. The proposed stop bar locations are to ensure the design vehicles are able to make all possible turning movements.

Another strategy considered was converting the intersection of Lemay Road and Ridgway Avenue into a raised intersection. Creating a raised intersection at this location would require relocating the existing stop bars and stop signs to the outside of the footprint of the raised intersection. The existing utility post on the southwest corner would need to be relocated. Drainage at the intersection would need to be further evaluated as the intersection and approaches are mostly flat.

Another traffic calming strategy that was considered is a raised crosswalk with ADA compliant trench drain across along Ridgway Avenue. A raised crosswalk would help with pedestrian visibility while also encouraging motorists to slow down through the intersection. Drainage at the intersection would need to be further evaluated as the intersection and approaches are mostly flat.

Crosswalk relocation and upgrades are also another strategy that was considered. The existing crosswalks across the north, south, and east approaches were considered for relocation for better alignment with each other. Stop bars would also be relocated to align with new crosswalk locations. An additional crosswalk for the western approach was also considered. All crosswalks were considered for upgrade to continental style. This strategy provides greater visibility and warning to motorists of the upcoming crosswalk and pedestrians.

Additional signage at this intersection was also considered. The project team evaluated converting this intersection to a stop-controlled four-way intersection by adding stop signs along Ridgway Avenue. While the traffic volumes on their own would not warrant an all-way stop, the the proximity to the elementary school and the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, should be considered. This would be consistent with MD MUTCD guidance. Advanced warning signs were also considered ahead of stop signs at this intersection to warn motorists of the upcoming stop signs.

Radii upgrades to 25-feet at this intersection were also considered. Smaller radii require motorist to slow down before making turns. This should encourage motorists to slow down through the intersection.

VII. PUBLIC INPUT

The in-person and virtual meeting to discuss proposed intersection improvements for all eight intersections took place on June 26th and July 1st, 2024. During these meetings improvements across all intersections were discussed and residents overall appeared to be in favor of the proposed improvements. The Twinbrook Community Association submitted formal comments. Please see Appendix D for comments and the project team's response.

VIII. RECOMMENDATIONS

The project team recommends adding curb extensions at this intersection. Curb extensions will encourage motorists to slow down through the intersection as well as decrease the distance pedestrians are crossing the road. Stop bars are relocated as a result of the vehicular turning movements due to curb extensions.

Crosswalk upgrades are also recommended at this intersection. Crosswalks are to be realigned to be more perpendicular to each other. A new crosswalk is to be added on the west approach. All crosswalks are to be upgraded to continental style pavement marking for better visibility.

A raised crosswalk with ADA compliant trench drain is also recommended on the east approach crossing Ridgway Avenue. A raised crosswalk would help with pedestrian visibility while also encouraging motorists to slow down through the intersection. This approach was chosen for the raised crosswalk since it is closest to Twinbrook Elementary School.

Further, consideration of implementing an all-way stop at this intersection prior to the construction of the recommended traffic calming measures should be considered.

Lastly, the project team recommends a lighting survey to be conducted in the future for this intersection.

There are also no impacts outside of the City of Rockville's right-of-way for any of the recommended strategies. An easement is required to allow for the construction of a connection to the pre-existing sidewalk.

A. IMPACTS:

Utility Impacts: 1
Easements required: 1

B. COST ESTIMATE:

Project cost was estimated using the unit cost method plus an overall 40% contingency to reflect the current level of study. Unit costs were gathered for proposed items and quantities were gathered. The unit costs used were derived from similar projects within Montgomery County. The approximate cost for constructing the recommended safety upgrades is \$72,000. Please see Appendix A for cost estimate breakdown.

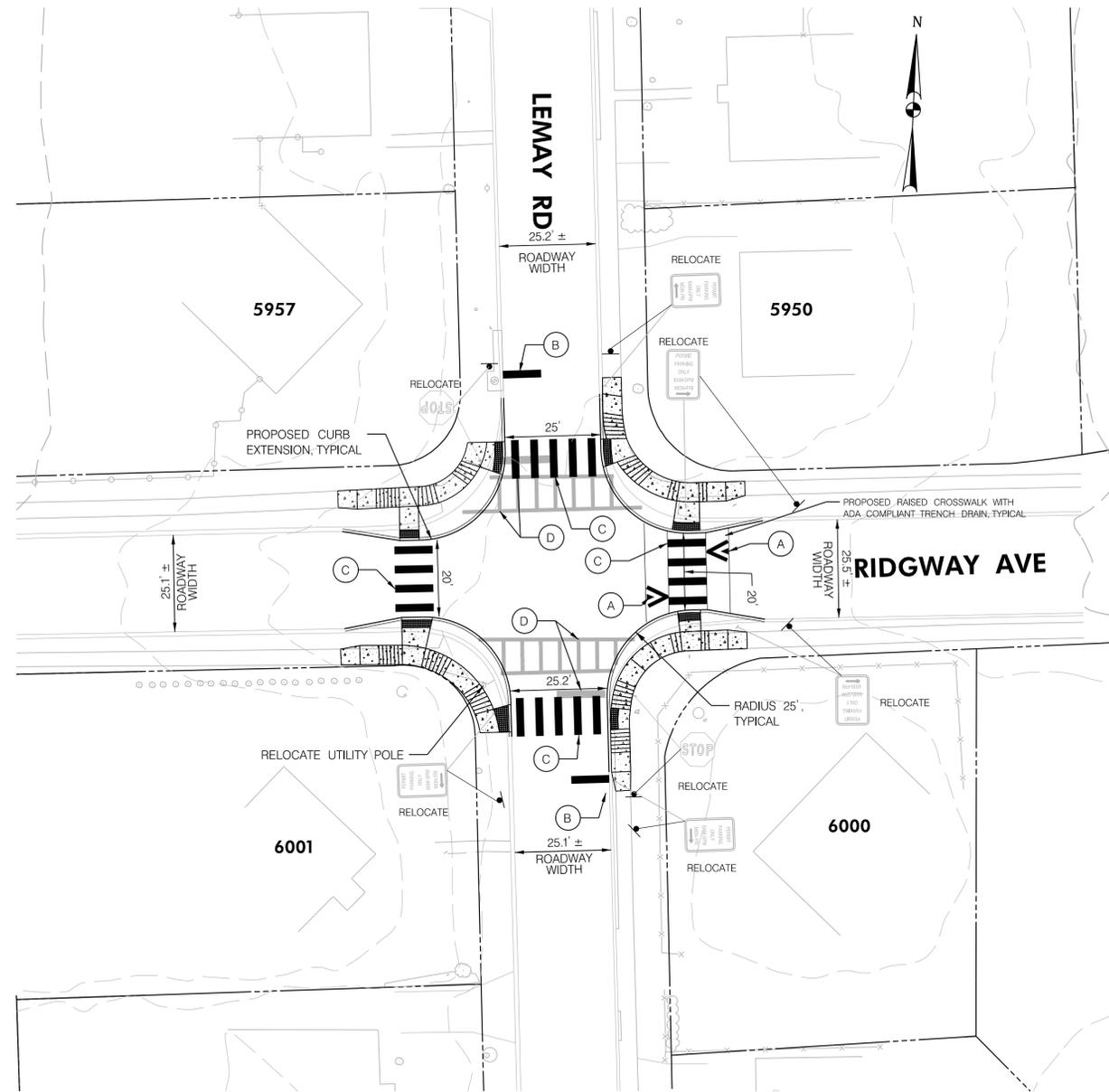
IX. SUMMARY

The project team proposes moving forward with several intersection improvement techniques for Lemay Road and Ridgway Avenue. While feasible, the project team recommends upgrading the curb radii to 25-foot radii for each quadrant with curb extensions as a lower priority project to be carried out in a future fiscal year when budget resources permit.

The project team also recommends crosswalk upgrades. A new crosswalk should be added along the west approach of the intersection and crosswalks should be upgraded to continental style. A raised crosswalk is proposed for the east approach along Ridgway Avenue. These upgrades should improve pedestrian safety across the Lemay Road and Ridgway Avenue intersection.

APPENDIX A:

PLAN SHEET(S) AND ESTIMATE



LEGEND

-  5 INCH CONCRETE SIDEWALK
-  CONCRETE REMOVAL
-  8 INCH PORTLAND CEMENT CONCRETE DRIVEWAY
-  8 INCH ASPHALT DRIVEWAY
-  DETECTABLE WARNING SURFACE
-  NEW CURB
-  APPROX. RIGHT OF WAY
-  ADA RAMP
-  PROPOSED SIGN
-  EXISTING SIGN TO REMAIN

SIGNING AND PAVEMENT MARKING LEGEND

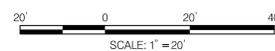
- (A) 12 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS
- (B) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS
- (C) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SPACING: 20-36 INCH, TYPICAL 36 INCH)
- (D) REMOVAL OF EXISTING PAVEMENT MARKINGS

NOTE: 1. ALL SIGNING AND MARKING SHALL BE DONE IN ACCORDANCE WITH THE LATEST VERSION OF THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MD MUTCD), MARYLAND'S STATE HIGHWAY ADMINISTRATION'S BOOK OF STANDARDS, SPECIFICATIONS, AND GUIDELINES.
 2. ALL PAVEMENT MARKING SHALL BE DONE USING THERMOPLASTIC MATERIALS.
 3. STOP LINES SHALL BE 24 INCH WIDE USING THERMOPLASTIC MATERIAL. THE SPACING BETWEEN THE STOP LINE AND THE CROSSWALK MARKING SHALL BE 4 FEET AT A MINIMUM.
 4. SIGN HEIGHT SHALL BE MINIMUM 7 FEET FROM THE BOTTOM OF THE SIGN FACE TO THE GROUND.
 5. FOR SIGN POST, USE EITHER 2" GALVANIZED U CHANNEL POSTS OR GALVANIZED BREAKAWAY TUBULAR STEEL SIGN POSTS BASED ON THE MD SHA STANDARD MD-802.04



DEPARTMENT OF PUBLIC WORKS
 CITY OF
ROCKVILLE
 111 MARYLAND AVE. ROCKVILLE, MARYLAND

NOTE: 1. TOPOGRAPHY BASED ON MOBILE LIDAR SCAN
 2. DESIGN VEHICLE FOR THIS INTERSECTION IS A SCHOOL BUS (S-BUS-40).



INTERSECTION IMPROVEMENT PLAN
 LEMAY RD-RIDGWAY AVE INTERSECTION

TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT
 ACCESS FEASIBILITY STUDIES

DATE SUBMITTED:
 12/2024

CONTRACT NO.
 BCS 2017-01H

SCALE
 1" = 20'

SHEET
 NO. 1
 OF 1

City of Rockville, Maryland

DRAFT



Engineer's Cost Estimate

Contract No. BCS 2017-01H
 Twinbrook Safe Routes to School and
 Transit Access Feasibility Studies
 Lemay Road and Ridgway Avenue Intersection
 December 16, 2024

ITEM NO.	CATEGORY CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
CATEGORY 1						
		MAINTENANCE OF TRAFFIC	LS	1	\$5,000.00	5,000.00
		REMOVAL OF EXISTING PAVEMENT LINE MARKINGS, ANY WIDTH	LF	292	\$1.00	292.00
				CATEGORY 1 TOTAL		\$5,292.00
CATEGORY 2						
		CLASS 1 EXCAVATION	CY	33	\$60.00	\$1,980.00
				CATEGORY 2 TOTAL		\$1,980.00
CATEGORY 3						
				CATEGORY 3 TOTAL		\$0.00
CATEGORY 4						
				CATEGORY 4 TOTAL		\$0.00
CATEGORY 5						
		HOT MIX ASPHALT FOR RAISED CROSSWALK	TON	9	\$150.00	\$1,350.00
		24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS	LF	216	\$5.00	\$1,080.00
				CATEGORY 5 TOTAL		\$2,430.00
CATEGORY 6						
		5 INCH CONCRETE FOR SIDEWALK	CY	21	\$650.00	\$13,650.00
		TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH	LF	280	\$60.00	\$16,800.00
				CATEGORY 6 TOTAL		\$30,450.00
CATEGORY 7						
				CATEGORY 7 TOTAL		\$0.00
CATEGORY 8						
		UTILITY RELOCATION	EA	1	\$10,000.00	10,000.00
		RELOCATE SIGN	SF	33	\$30.00	990.00
				CATEGORY 8 TOTAL		\$10,990.00
				SUBTOTAL		\$51,142.00
				40% CONTINGENCY		\$20,456.80
				TOTAL		\$71,598.80

APPENDIX B:

SITE PHOTOS



Lemay Road and Ridgway Avenue Intersection – Looking North



Lemay Road and Ridgway Avenue Intersection – Looking South



Lemay Road and Ridgway Avenue Intersection – Looking East



Lemay Road and Ridgway Avenue Intersection – Looking West

APPENDIX C:

CRASH DATA REPORT



Google Earth

Image Landsat / Copernicus

Lemay Rd & Ridgway Ave

Ridgway Ave

Ridgway Ave

Lemay Rd

100 ft



Location: LEMAY RD @ RIDGEWAY AVE
 County: Montgomery, D3 Period: January 01, 2018 To December 31, 2022

Logmiles: 0.3 At 0.05 Radius: 250 ft.
 Note:

YEAR >>	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	0	0
No. Killed	0	0	0	0	0	0
Injury	0	0	0	0	1	1
No. Injured	0	0	0	0	2	2
Prop. Damage	0	0	0	1	0	1
Total Crashes	0	0	0	1	1	2
Severity Index	0	0	0	1	2	Avg 1
Opposite Dir.	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0
Left Turn	0	0	0	0	0	0
Angle	0	0	0	1	1	2
Pedestrian	0	0	0	0	0	0
Parked Veh.	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0
Other	0	0	0	0	0	0
U-Turn	0	0	0	0	0	0
Backing	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Railroad	0	0	0	0	0	0
Fire / Expl.	0	0	0	0	0	0
Overturn	0	0	0	0	0	0
Truck Related	0	0	0	0	0	0
Night Time	0	0	0	0	0	0
Wet Surface	0	0	0	0	0	0
Alcohol	0	0	0	0	0	0
Intersection	0	0	0	1	1	2
Total Vehicles	0	0	0	2	2	4
Total Trucks	0	0	0	0	0	0
Truck %	0.0	0.0	0.0	0.0	0.0	0.0

Comments:

Location: LEMAY RD @ RIDGEWAY AVE

Logmiles: 0.3 At 0.05 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2018 To December 31, 2022

Note:

SEVERITY											DAY OF THE WEEK										
FATAL	INJURY	P-DAMAGE	TOTAL									SUN	MON	TUE	WED	THU	FRI	SAT	UNK		
Accidents	1	1	2												1	1					
Veh Occ	2	AVG Severity Index: 1																			
Pedestrian																					
MONTH OF THE YEAR														CONDITION			DRIVER		PED		
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:			4					
2												Alcohol:									
														Other:							
TIME														VEHICLES INVOLVED PER ACCIDENT							
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
AM:														1							
PM:														2							
VEHICLE TYPE				SURFACE			MOVEMENTS														
Motorcycle/Moped		Tractor Trailer		Wet			NORTH			SOUTH			EAST			WEST					
3 Passenger Vehicle		Passenger Bus		2 Dry			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT			
Sport Utility Veh		School Bus		Sno/Ice			1			1			2								
1 Pick-Up Truck		Emergency Veh		Mud																	
Trucks (2+3 axles)		Other Types		Other			OTHER MOVEMENTS														
PROBABLE CAUSES														COLLISION TYPES				FATAL	INJURY	PROP	TOTAL
Influence of Drugs				Improper Lane Change										Opposite Dir		Related:					
Influence of Alcohol				Improper Backing										UnRelated:							
Influence of Medication				Improper Passing										Rear End		Related:					
Influence of Combined Subst.				Improper Signal										UnRelated:							
Physical/Mental Difficulty				Improper Parking										Sideswipe		Related:					
Fell Asleep/Fainted, etc.				Passenger Interfere/Obstruct.										UnRelated:							
1 Fail to give full Attention				Illegally in Roadway										Left Turn		Related:					
Lic. Restr. Non-compliance				Bicycle Violation										UnRelated:							
Fail to Drive in Single Lane				Clothing Not Visible										Angle		Related:		1	1	2	
Improper Right Turn on Red				Sleet, Hail, Freezing Rain										UnRelated:							
Fail to Yield Right-of-way				Severe Crosswinds										Pedestrian		Related:					
Fail to Obey Stop Sign				Rain, Snow										UnRelated:							
Fail to Obey Traffic Signal				Animal										Parked Vehicle		Related:					
Fail to Obey Other Control				Vision Obstruction										UnRelated:							
Fail to Keep Right of Center				Vehicle Defect										Other Collision		Related:					
Fail to Stop for School Bus				Wet										UnRelated:							
Wrong Way on One Way				Icy or Snow Covered										F	Bridge	01					
Exceeded Speed Limit				Debris or Obstruction										I	Building	02					
Operator Using Cell Phone				Ruts, Holes or Bumps										X	Culvert/Ditch	03					
Stopping in Lane Roadway				Road Under Construction										E	Curb	04					
Too Fast for Conditions				Traffic Control Device Inop.										D	Guardrail/Barrier	05					
Followed too Closely				Shoulders Low, Soft or High										O	Embankment	06					
Improper Turn				1 Other or Unknown										B	Fence	07					
														J	Light Pole	08					
														E	Sign Pole	09					
														E	Other Pole	10					
														C	Tree/Shrubbery	11					
														T	Contr. Barrier	12					
														S	Crash Attenuator	13					
														Other Fixed Object							
WEATHER				ILLUMINATION				TOTALS													
2 Clear / Cloudy				2 Day				18-22				2									
Foggy				Dawn/Dusk																	
Raining				Dark - Lights On																	
Snow / Sleet				Dark - No Lights																	
Other				Other																	

Location: LEMAY RD @ RIDGEWAY AVE

Logmiles: 0.3 At 0.05 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2018 To December 31, 2022

Note:

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement		Probable Cause
										V1	V2	
MU1660												
0.300	<input type="checkbox"/>	01132022	2 Injured	09A	Day	Dry			ANGLE	NS	ES	Fail to give full attention
MU2570												
0.050	<input type="checkbox"/>	01272021	Property	05P	Day	Dry			ANGLE	SS	ES	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
 08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator



Office of Traffic & Safety
 Traffic Development & Support Division
 Crash Analysis Safety Team

Location: Lemay Rd @ Ridgeway Ave
 County: MONTGOMERY
 Study Period: 01/01/2018 to 12/31/2022
 Analyst: Robert L. Booker, Jr. Date: 04/18/2024

LEMAY RD

RIDGEWAY AVE



01/27/21-P-5P-D



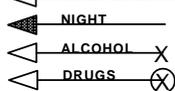
01/13/22-2L-9A-D



RIDGEWAY AVE

LEMAY RD

DATE-SEVERITY-TIME-SURFACE



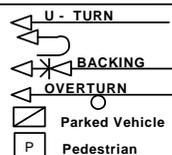
SEVERITY

- F - Fatalities
 - I - Injured
 - P - Property Damage Only
- SURFACE
- D - Dry Surface
 - W - Wet Surface
 - I - Icy Surface
 - S - Snowy Surface

- 00 - Not Applicable
- 01 - Bridge or Overpass
- 02 - Building
- 03 - Culvert or Ditch
- 04 - Curb
- 05 - Guardrail or Barrier
- 06 - Embankment
- 07 - Fence
- 08 - Light Support Pole
- 09 - Sign Support Pole
- 10 - Other Pole
- 11 - Tree Shrubbery
- 12 - Construction Barrier
- 13 - Crash Attenuator
- 88 - Other
- 99 - Unknown

- B - Bicycle
- P - Other Pedalcycle
- C - Other Conveyance
- T - Railway Train
- A - Animal
- O - Other Object
- S - Spilled Cargo
- J - Jackknife

- U - Units Separated
- N - Other Non collision
- D - Off Road
- R - Downhill Runaway
- F - Explosion or Fire
- ? - Unknown



APPENDIX D:

RESIDENT COMMENTS AND RESPONSES



TCA Support for Safe Routes to School

July 5, 2024

City of Rockville
111 Maryland Avenue
Rockville, MD 20850

Dear Bryan Barnett-Woods,

On behalf of the Twinbrook Community Association, I am writing to express our strong support for the city's "Safe Routes to School" project. We commend your efforts to enhance pedestrian safety at targeted intersections in Twinbrook, which will greatly benefit our community's residents, particularly our children.

We are pleased to see the city taking proactive steps to improve road safety and encourage walking and cycling to school.

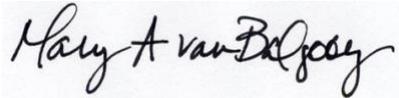
While we fully support the current plans, we would like to respectfully suggest a few additional considerations that we believe would further enhance the project's impact:

1. **Mini Traffic Circle:** We propose the installation of a mini traffic circle at the intersection of Halpine Road and Ardennes Avenue. This would help calm traffic and improve safety at this busy intersection, which is frequently used by students. If possible, the mini circle should incorporate landscaping (e.g. potted plants/trees and/or public art).
2. **Pedestrian-Level Lighting Assessment:** We request a comprehensive assessment of pedestrian-level lighting at all intersections being studied under this project. Adequate lighting is crucial for pedestrian visibility and safety, especially during early morning and evening hours when many students are traveling to and from school-related activities. This would serve as an additional benefit for low-wage workers traveling during off-peak work hours.
3. **Slip Lane Elimination:** We strongly advocate for the elimination of the slip lane on the northwest corner of Twinbrook Parkway and Chapman Avenue. Removing this slip lane would significantly improve pedestrian safety by reducing vehicle speeds and decreasing the number of pedestrian vehicle conflict points.

The Twinbrook Community Association is committed to working collaboratively with the City of Rockville to ensure the success of this important project. We would be happy to provide any additional input or assistance as needed.

Thank you for your consideration of these suggestions and for your ongoing commitment to improving pedestrian safety in our community. We look forward to seeing the positive impact of the “Safe Routes to School” project in Twinbrook.

Sincerely,

A handwritten signature in black ink that reads "Mary A. van Balgooy". The signature is written in a cursive style with a light gray background behind it.

Mary A. van Balgooy
President, Twinbrook Community Association

In response to the Twinbrook Community Associate comments please see below

1. A mini-traffic circle is only recommended for intersections without stop-control. The intersection of Halpine Road and Ardennes Avenue is an all-way stop control intersection, and has a stop sign on each leg of the intersection. Motorists are required to make a complete stop at this intersection. Staff has reached out to Rockville City Police Department to provide additional traffic enforcement at this intersection.
2. The Transportation Alternatives project did not include an assessment of lighting conditions. Most of the streetlights in Twinbrook are owned and maintained by Pepco. Staff will separately request Pepco to evaluate lighting levels at each intersection.
3. A comprehensive traffic study was not included to evaluate whether the northeast slip lane could be removed. However, the post for the existing signals is installed on the northeast corner refuge island and would require relocation to the new corner if the slip lane were removed. This would be too expensive to implement without being a separate CIP item. Additionally, this intersection is currently subject to an adequacy evaluation and improvements per a county development. Staff is coordinating with MNCPPC regarding this project.