

# MIDWAY AVENUE SIDEWALK GAP REPORT

Midway Avenue from Crawford Drive to Stillwell Road

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:

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Hunt Valley, Maryland 21030

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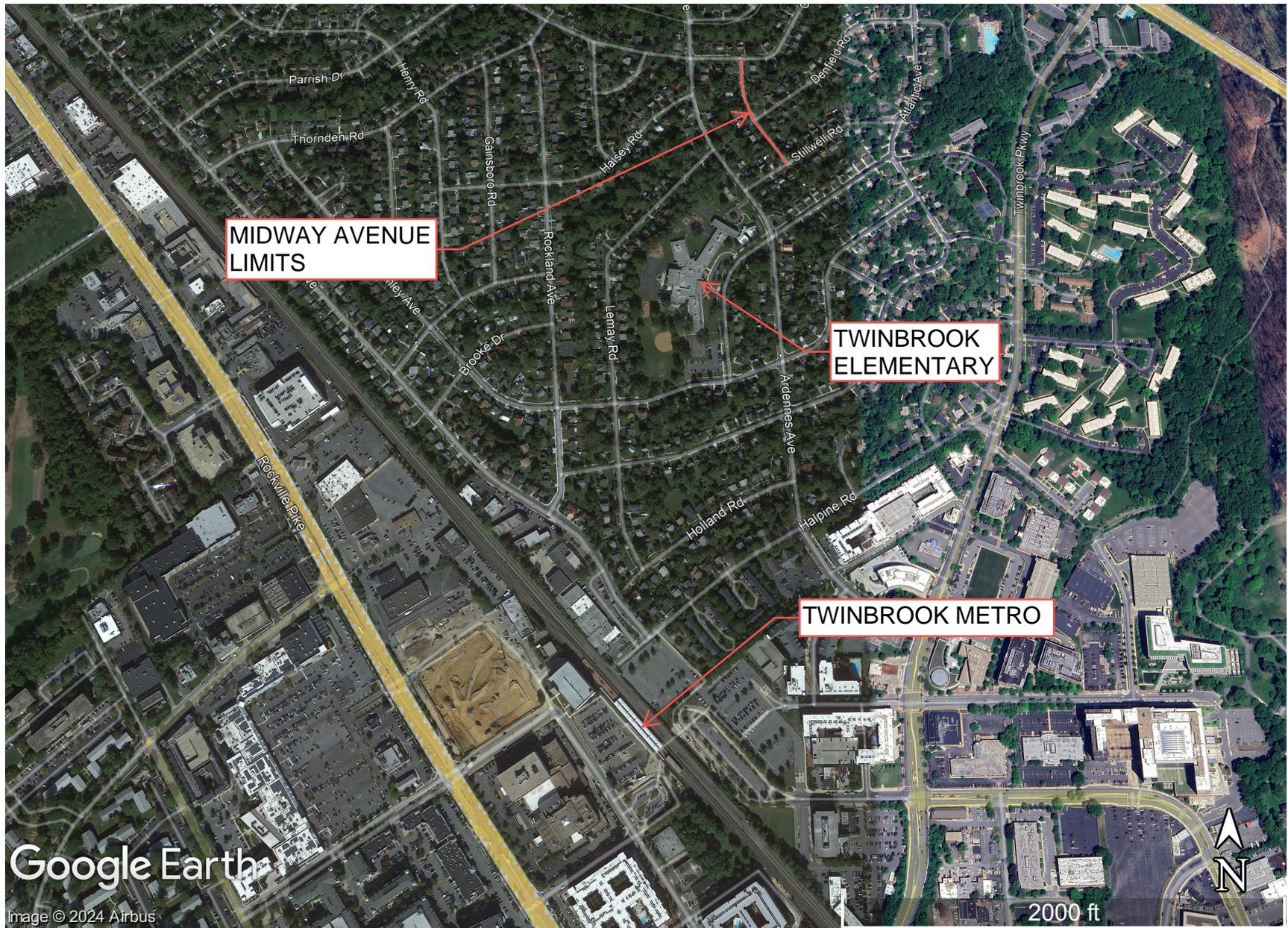
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- 1. LOCATION MAP



MIDWAY AVENUE  
FIGURE 1: LOCATION MAP

## I. PROJECT INTRODUCTION

This report has been prepared for the City of Rockville as one of their Vision Zero Projects. Vision Zero is a priority initiative of the Mayor and Council to create safe and livable neighborhoods. The Twinbrook Safe Routes to School and Transit Access feasibility study focuses on improving multimodal access and mobility in the Twinbrook neighborhood in Rockville. The goal of this project is to evaluate the feasibility of constructing new sidewalks along roads and 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 following sidewalk segments were studied:

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

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

This project was funded by a Maryland Department of Transportation (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 sidewalk improvements along both sides of Midway Avenue between Crawford Drive and Stillwell Road. Please see Appendix A for the sidewalk options and cost estimate.

## III. DESIGN CRITERIA AND ASSUMPTIONS

The design criteria used for the proposed sidewalks comes from the ADA Standards for Accessible Design and the recently adopted Public Right-of-Way Accessibility Guidelines. A 5-foot minimum width sidewalk is proposed to meet this standard. The 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 is a minimum 2-foot but may vary to avoid impacts with utilities or trees. Proposed sidewalk must also tie into adjacent existing sidewalk where applicable.

It is assumed the sidewalk is also proposed entirely within the City of Rockville's right-of-way. Temporary construction easements will only be necessary for driveway reconstruction to tie-in to existing driveway grades. Driveways will be reconstructed in-kind. 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. The study looked at shifting sidewalk to avoid moving utilities such as inlets, fire hydrants, and utility poles. At a time of more detailed design, the City of Rockville should coordinate with Pepco about moving utility poles.

Retaining walls or knee walls are to be proposed at locations with steep slope adjacent to the proposed sidewalk.

Marked crosswalks are proposed at intersections along the proposed sidewalk. Proposed marked crosswalks are to include advanced warning signage and stop bars at stop-controlled intersections. The MD MUTCD is to be followed for crosswalk placement. Per the MD MUTCD marked crosswalks are to be 6-foot wide minimum.

The Fire Department Access Performance-Based Design Guide also 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. Intersections used specific AASHTO design vehicles proposed by the City of Rockville.

#### IV. EXISTING CONDITIONS

Midway Avenue is an undivided two-way road, classified as a secondary residential. The northernmost limits of the study, the intersection of Midway Avenue and Crawford Drive, is located 0.8 miles from the Twinbrook Metro Station and 0.3 miles from Twinbrook Elementary. The southernmost limits of the study, the intersection of Midway Avenue and Stillwell Road, is located 0.7 miles from the Twinbrook Metro Station and 0.2 miles from Twinbrook Elementary School.

The proposed sidewalk gap on Midway Avenue extends from Crawford Drive to Stillwell Road and measures approximately 690 linear feet. The limits of Midway Avenue are intersected by three streets, Crawford Avenue, Denfield Road, and Stillwell Road. Existing sidewalks on Denfield Road and Stillwell Road would tie into the proposed sidewalk. Crawford Drive has a feasibility study for proposed sidewalk on the south side which would tie into Midway Avenue.

Existing utilities poles are located on the west side of Midway Avenue for entire study limits. There are existing fire hydrants on the east side of Midway Avenue at the intersection of Crawford Drive, Denfield Road, and Stillwell Road. The roadway clear width is approximately 25-foot along Midway Avenue. Although most residents along Midway Avenue have a driveway, there are multiple cars parking along the street.

Please see Appendix B for existing site photos.

#### V. CRASH DATA

There was one police-reported crash at this location during the 2018-2022 study period.

**VI. ALTERNATIVES CONSIDERED**

Two alternatives, one per side, were considered for the sidewalk gap along Midway Avenue. Both alternatives were designed using the criteria mentioned in the Design Criteria and Assumptions section. The alternative on the west side, Option 1, was designed with a 2-foot buffer throughout the sidewalk gap limits, except where it increases up to 4-feet to avoid existing utility posts. Option 1 impacts include tree removal (9), and driveway impact (8).

The alternative on the east side of Midway Avenue, Option 2, was also designed with a 2-foot buffer across most of the sidewalk gap's limits, except where it decreases to 0-feet to avoid a tree impact or increases to 4-feet to avoid a fire hydrant impact. Option 2 also upgrades the curb radius to 25-feet at Denfield Road and proposes a continental style crosswalk across Denfield Road. Other impacts of Option 2 include tree removal (11), and driveways impact (3).

**VII. PUBLIC INPUT**

Residents and the Study Team participated in the walk the block meeting for Midway Avenue sidewalk gap on May 22<sup>nd</sup>. The primary concerns were related to the proximity of the sidewalk to the right-of-way, and if the sidewalk would require property impacts. Overall residents seemed open to the proposed Options 1 and 2 for sidewalk across Midway Avenue. Option 1 seemed to be the preferred option for the proposed sidewalk since it is closer to Twinbrook Elementary. Option 1 also does not impact larger trees that are on the east side of Midway Avenue. Please see Appendix C for written resident comments received for this location.

**VIII. RECOMMENDATIONS**

The study team recommends proceeding with Option 1 as the most feasible option for construction. The study team came to this conclusion based on several factors. Tree impacts were important to the residents along Midway Avenue and Option 1 had less tree impacts and the trees impacted were also smaller trees. Option 1 also received support through formal comments from the residents.

**A. IMPACTS:**

Option 1 impacts include:

Tree removal: 9  
Bush removal: 0  
Driveways impacted: 8  
Easements required: 0

Option 2 impacts include:

Tree removal: 11  
Bush removal: 0  
Driveways impacted: 3  
Easements required: 0

**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 in each option and quantities were gathered. The unit costs used were derived from similar projects within

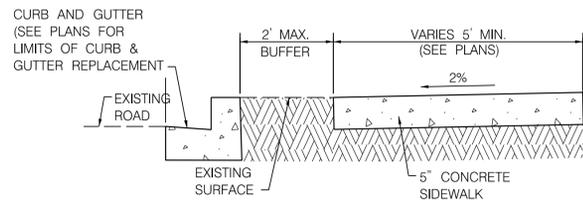
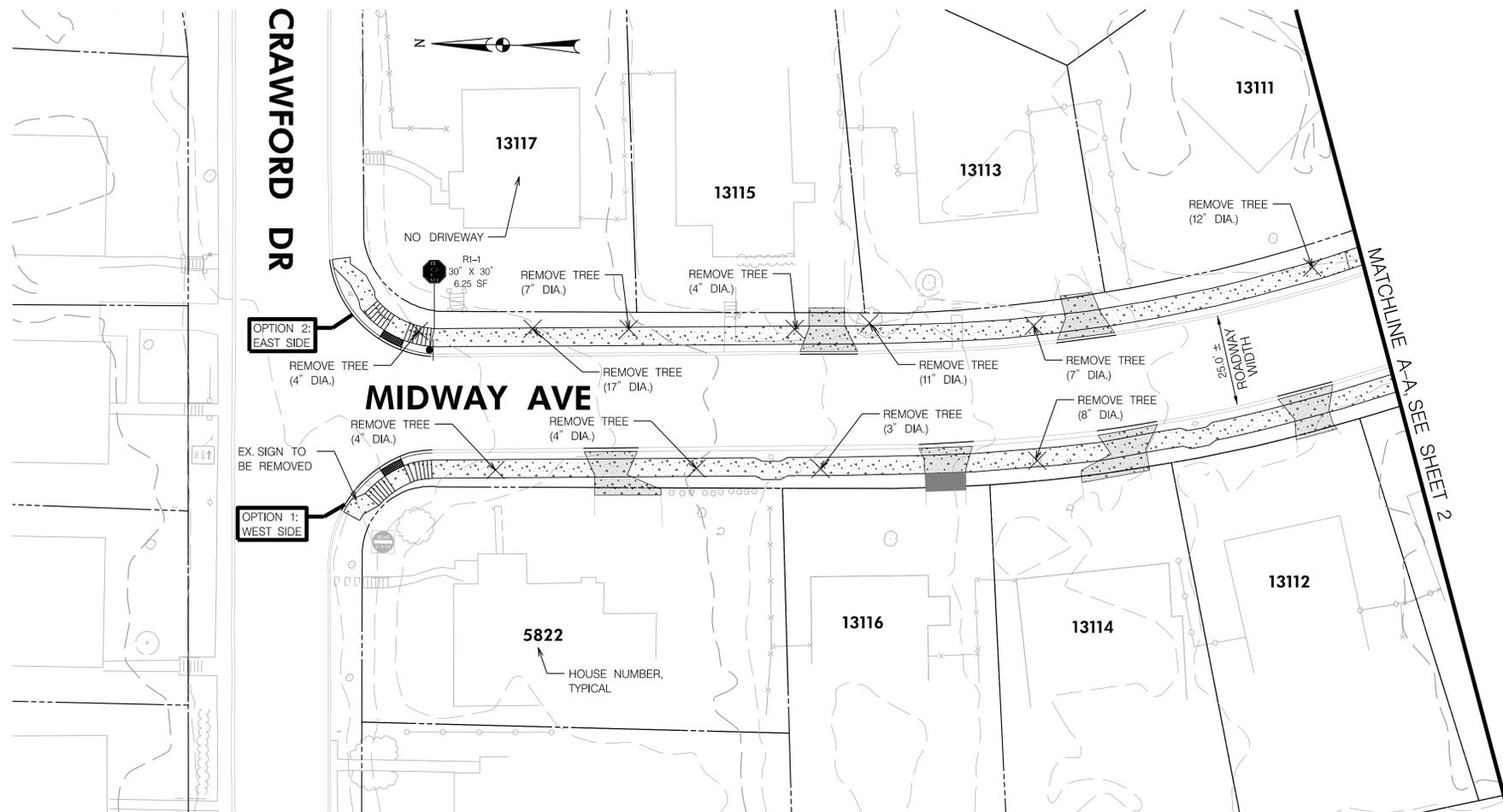
Montgomery County. The approximate cost for constructing Option 1 is \$184,000 and for Option 2 is \$151,000. Please see Appendix A for cost estimate breakdown.

IX. SUMMARY

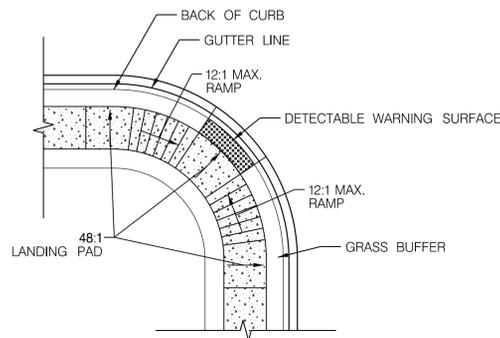
Construction of the sidewalk on Midway Avenue is deemed feasible. Sidewalks may be constructed on either side (east or west) with similar impacts. Option 1, the west side, is the recommended option for construction. Although slightly more expensive due to driveway impacts, Option 1 was more positively received by the residents during the walk the block meeting and formal comments. Option 1 also impacts less trees and preserves larger trees on the east side that would otherwise be impacted.

# APPENDIX A:

PLAN SHEET(S) AND ESTIMATE



DETAIL FOR SIDEWALK CONSTRUCTION  
NOT TO SCALE



NOTES:

1. DIRECTION OF 2% CROSS SLOPE WILL BE CONSISTENT WITH EXISTING DRAINAGE CONDITIONS.
2. A CURB SHALL BE ADDED TO THE BACK OF THE SIDEWALK WHERE NEEDED TO PROTECT EXISTING LANDSCAPE AND WHERE THE SLOPE BEHIND THE SIDEWALK IS GREATER THAN 10 PERCENT.
3. EXISTING MULCH BEDS SHALL RETURN TO MULCH BEDS IF DISTURBED.

LEGEND

- |  |  |  |                      |
|--|--|--|----------------------|
|  | 5 INCH CONCRETE SIDEWALK                 |  | NEW CURB             |
|  | CONCRETE REMOVAL                         |  | APPROX. RIGHT OF WAY |
|  | 8 INCH PORTLAND CEMENT CONCRETE DRIVEWAY |  | ADA RAMP             |
|  | 8 INCH ASPHALT DRIVEWAY                  |  |                      |
|  | DETECTABLE WARNING SURFACE               |  |                      |

OPTION 1 NOTES:

1. TREES TO BE REMOVED: 9
2. DRIVEWAYS IMPACTED: 8
3. UTILITY RELOCATION: 1

OPTION 2 NOTES:

1. TREES TO BE REMOVED: 11
2. DRIVEWAYS IMPACTED: 3



DEPARTMENT OF PUBLIC WORKS  
CITY OF  
**ROCKVILLE**

111 MARYLAND AVE. ROCKVILLE, MARYLAND

NOTE: TOPOGRAPHY BASED ON MOBILE LIDAR SCAN



SIDEWALK GAP PLANS  
MIDWAY AVE FROM CRAWFORD DR TO  
STILLWELL RD - OPTIONS 1 AND 2

TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT  
ACCESS FEASIBILITY STUDIES

DATE SUBMITTED:  
10/07/2024

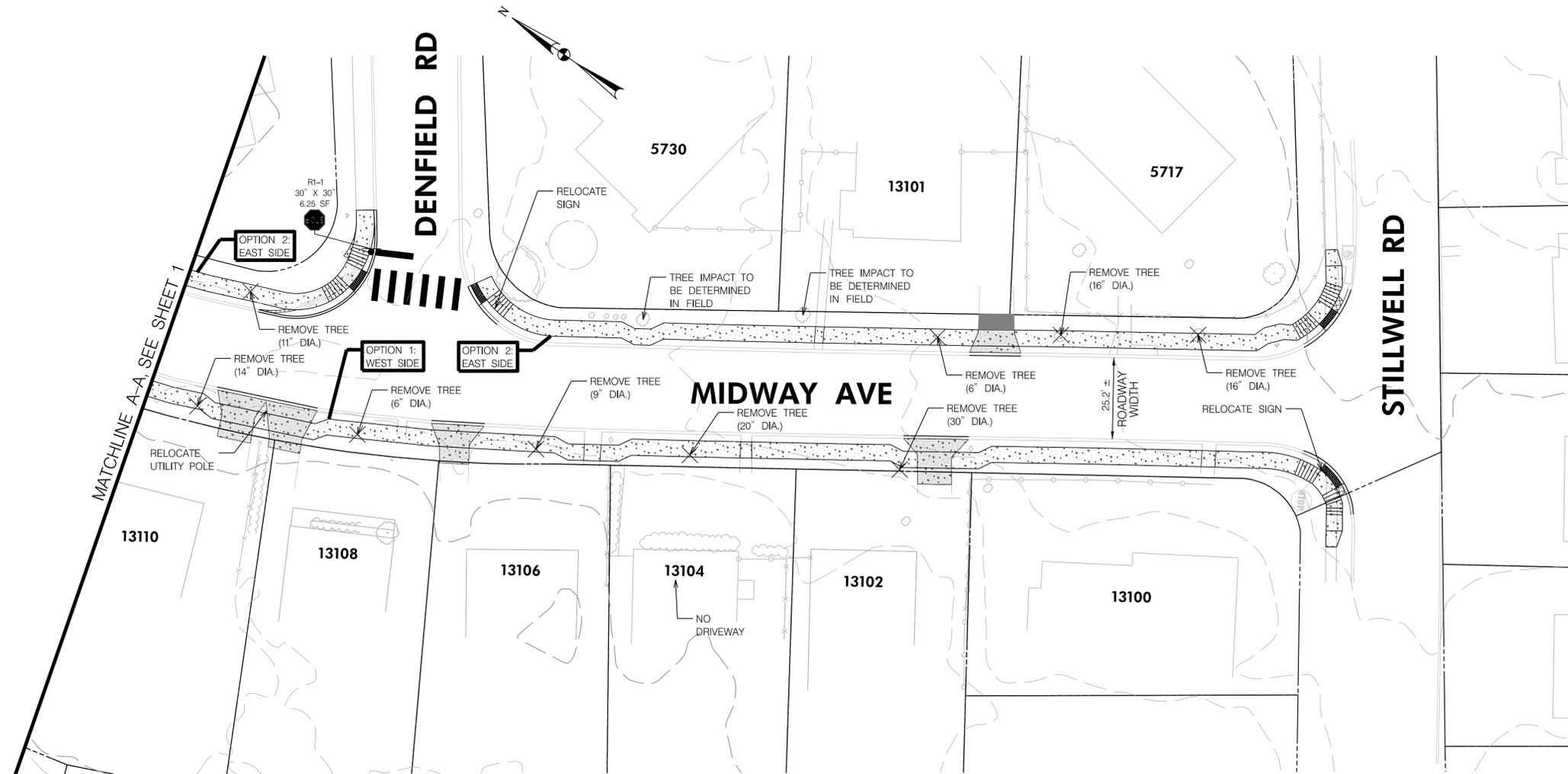
CONTRACT NO.  
BCS 2017-01H

SCALE  
1"=20'

SHEET  
NO. 1  
OF 2

City of Rockville, Maryland

DRAFT



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



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

NOTE: TOPOGRAPHY BASED ON MOBILE LIDAR SCAN



SIDEWALK GAP PLANS  
MIDWAY AVE FROM CRAWFORD DR TO  
STILLWELL RD - OPTIONS 1 AND 2

TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT  
ACCESS FEASIBILITY STUDIES

DATE SUBMITTED:  
10/07/2024  
CONTRACT NO.  
BCS 2017-01H

SCALE  
1"=20'

SHEET  
NO. 2  
OF 2

City of Rockville, Maryland

DRAFT



### Engineer's Cost Estimate

Contract No. BCS 2017-01H  
 Twinbrook Safe Routes to School and  
 Transit Access Feasibility Studies  
 Midway Avenue - Option 1  
 December 30, 2024

ITEM NO.	CATEGORY CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
<b>CATEGORY 1</b>						
		TREE REMOVAL	EA	9	\$1,000.00	9,000.00
<b>CATEGORY 1 TOTAL</b>						<b>\$9,000.00</b>
<b>CATEGORY 2</b>						
		CLASS 1 EXCAVATION	CY	75	\$60.00	\$4,500.00
<b>CATEGORY 2 TOTAL</b>						<b>\$4,500.00</b>
<b>CATEGORY 3</b>						
		STEPS OR PATH RELOCATION (SET)	EA	4	\$500.00	\$2,000.00
<b>CATEGORY 3 TOTAL</b>						<b>\$2,000.00</b>
<b>CATEGORY 4</b>						
<b>CATEGORY 4 TOTAL</b>						<b>\$0.00</b>
<b>CATEGORY 5</b>						
		HOT ASPHALT MIX FOR DRIVEWAY	TON	2	\$175.00	\$350.00
<b>CATEGORY 5 TOTAL</b>						<b>\$350.00</b>
<b>CATEGORY 6</b>						
		5 INCH CONCRETE FOR SIDEWALK	CY	46	\$1,000.00	\$46,000.00
		7 INCH CONCRETE FOR DRIVEWAY	CY	27	\$1,500.00	\$40,500.00
		TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH	LF	190	\$150.00	\$28,500.00
<b>CATEGORY 6 TOTAL</b>						<b>\$115,000.00</b>
<b>CATEGORY 7</b>						
<b>CATEGORY 7 TOTAL</b>						<b>\$0.00</b>
<b>CATEGORY 8</b>						
		UTILITY RELOCATION	EA	1	\$15,000.00	15,000.00
		SHEET ALUMINUM SIGN	SF	7	\$45.00	315.00
<b>CATEGORY 8 TOTAL</b>						<b>\$0.00</b>
<b>SUBTOTAL</b>						<b>\$130,850.00</b>
<b>40% CONTINGENCY</b>						<b>\$52,340.00</b>
<b>TOTAL</b>						<b>\$183,190.00</b>



### Engineer's Cost Estimate

Contract No. BCS 2017-01H  
 Twinbrook Safe Routes to School and  
 Transit Access Feasibility Studies  
 Midway Avenue - Option 2  
 December 30, 2024

ITEM NO.	CATEGORY CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
<b>CATEGORY 1</b>						
		TREE REMOVAL	EA	11	\$1,000.00	11,000.00
		BUSH REMOVAL	EA	4	\$250.00	1,000.00
				<b>CATEGORY 1 TOTAL</b>		<b>\$12,000.00</b>
<b>CATEGORY 2</b>						
		CLASS 1 EXCAVATION	CY	59	\$60.00	\$3,540.00
				<b>CATEGORY 2 TOTAL</b>		<b>\$3,540.00</b>
<b>CATEGORY 3</b>						
		STEPS OR PATH RELOCATION (SET)	EA	4	\$500.00	\$2,000.00
				<b>CATEGORY 3 TOTAL</b>		<b>\$2,000.00</b>
<b>CATEGORY 4</b>						
				<b>CATEGORY 4 TOTAL</b>		<b>\$0.00</b>
<b>CATEGORY 5</b>						
		HOT ASPHALT MIX FOR DRIVEWAY	TON	2	\$175.00	\$350.00
		PAVEMENT MARKINGS FOR CROSSWALK	LF	60	\$5.00	\$300.00
		PAVEMENT MARKINGS FOR STOP BAR	LF	12	\$5.00	\$60.00
				<b>CATEGORY 5 TOTAL</b>		<b>\$710.00</b>
<b>CATEGORY 6</b>						
		5 INCH CONCRETE FOR SIDEWALK	CY	49	\$1,000.00	\$49,000.00
		7 INCH CONCRETE FOR DRIVEWAY	CY	8	\$1,500.00	\$12,000.00
		TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH	LF	190	\$150.00	\$28,500.00
				<b>CATEGORY 6 TOTAL</b>		<b>\$89,500.00</b>
<b>CATEGORY 7</b>						
				<b>CATEGORY 7 TOTAL</b>		<b>\$0.00</b>
<b>CATEGORY 8</b>						
		SHEET ALUMINUM SIGN	SF	13	\$45.00	585.00
				<b>CATEGORY 8 TOTAL</b>		<b>\$0.00</b>
				<b>SUBTOTAL</b>		<b>\$107,750.00</b>
				<b>40% CONTINGENCY</b>		<b>\$43,100.00</b>
				<b>TOTAL</b>		<b>\$150,850.00</b>

# APPENDIX B:

## SITE PHOTOS



Midway Avenue – Looking Southwest from Crawford Drive



Midway Avenue – Looking North toward Crawford Drive



Midway Avenue – Looking Southeast toward Denfield Road



Midway Avenue – Looking North toward Denfield Road



Midway Avenue – Looking Southeast toward Stillwell



Midway Avenue – Looking Northwest from Stillwell

# APPENDIX C:

## CRASH DATA REPORT

Location: MIDWAY AVE ~ STILLWELL RD - CRAWFORD DR  
 County: Montgomery, D3 Period: January 01, 2018 To December 31, 2022

Logmiles: From 0 To 0.13 Length: 0.13  
 Note:

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

Location: MIDWAY AVE ~ STILLWELL RD - CRAWFORD DR

Logmiles: From 0 To 0.13 Length: 0.13

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	0		1		1																	
Veh Occ								1														
Pedestrian							AVG Severity Index: 0															
MONTH OF THE YEAR													CONDITION		DRIVER		PED					
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:									
	1												Alcohol:		1							
													Other:		1							
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:																						
PM:												1										1
VEHICLE TYPE				SURFACE			MOVEMENTS															
Motorcycle/Moped		Tractor Trailer		Wet			NORTH			SOUTH			EAST			WEST						
2 Passenger Vehicle		Passenger Bus		1 Dry			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT				
Sport Utility Veh		School Bus		Sno/Ice			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:									
1 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:											
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:									
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:						1 1			
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								Embankment	06									
Improper Turn				Other or Unknown							O	Fence	07									
											B	Light Pole	08									
											J	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																	
1 Clear / Cloudy		Day			18-22		1															
Foggy		Dawn/Dusk																				
Raining		1 Dark - Lights On																				
Snow / Sleet		Dark - No Lights																				
Other		Other																				

Location: MIDWAY AVE ~ STILLWELL RD - CRAWFORD DR

Logmiles: From 0 To 0.13 Length: 0.13

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	
<b>MU2122</b>												
0.120		02142022	Property	09P	Night	Dry	<input type="checkbox"/>		PARKD	NS	SP	Under influence of alcohol

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: Midway Ave - Stillwell Rd to Crawford Dr  
 County: MONTGOMERY  
 Study Period: 01/01/2018 to 12/31/2022  
 Analyst: Robert L. Booker, Jr. Date: 04/19/2024



LM .12 MU 802 CRAWFORD DR

LM .12-PARKD-02/14/2022-P-9P-D-N-X

LM .06 MU 910 DENFIELD RD

LM .00 MU 2840 STILLWELL RD

KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 12-14-23

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	O OBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

# APPENDIX D:

## RESIDENT COMMENTS

## Resident Comment 1:

It was a pleasure meeting you and going over the city's plans for sidewalk installation. As you know, we are lacking sidewalks in either side of Midway Ave. between Stillwell Rd. and Crawford Dr. If possible, I'd like to advocate for a sidewalk on the West side of Midway. This is closest to the elementary school nearby, and I believe causes the least disruption and impact given the massive trees on the East side of the street.

Of course, I'd be happy with a sidewalk on either side, period :)

Have a good remainder of your week.

## Resident Comment 2:

I am writing to support what another resident has said about the need for at least one sidewalk on Midway. I am a longtime resident of Twinbrook and frequently use Midway to walk to Crawford Drive. The absence of a sidewalk makes that difficult and sometimes dangerous.

Thank you,