Wayne Ave and Dale Drive Redesign Concept

A Community-Sourced Solution for a

Safer, Human-scale Streetscape

Premise: The current configuration of Wayne Avenue and the proposed Purple Line (PL) Dale Drive Station design are potentially UNSAFE. There must be an alternative.

Analysis: Could Wayne Ave and the Dale PL Station be redesigned to improve multimode travel and form a more “complete street” without seriously impacting traffic flow?

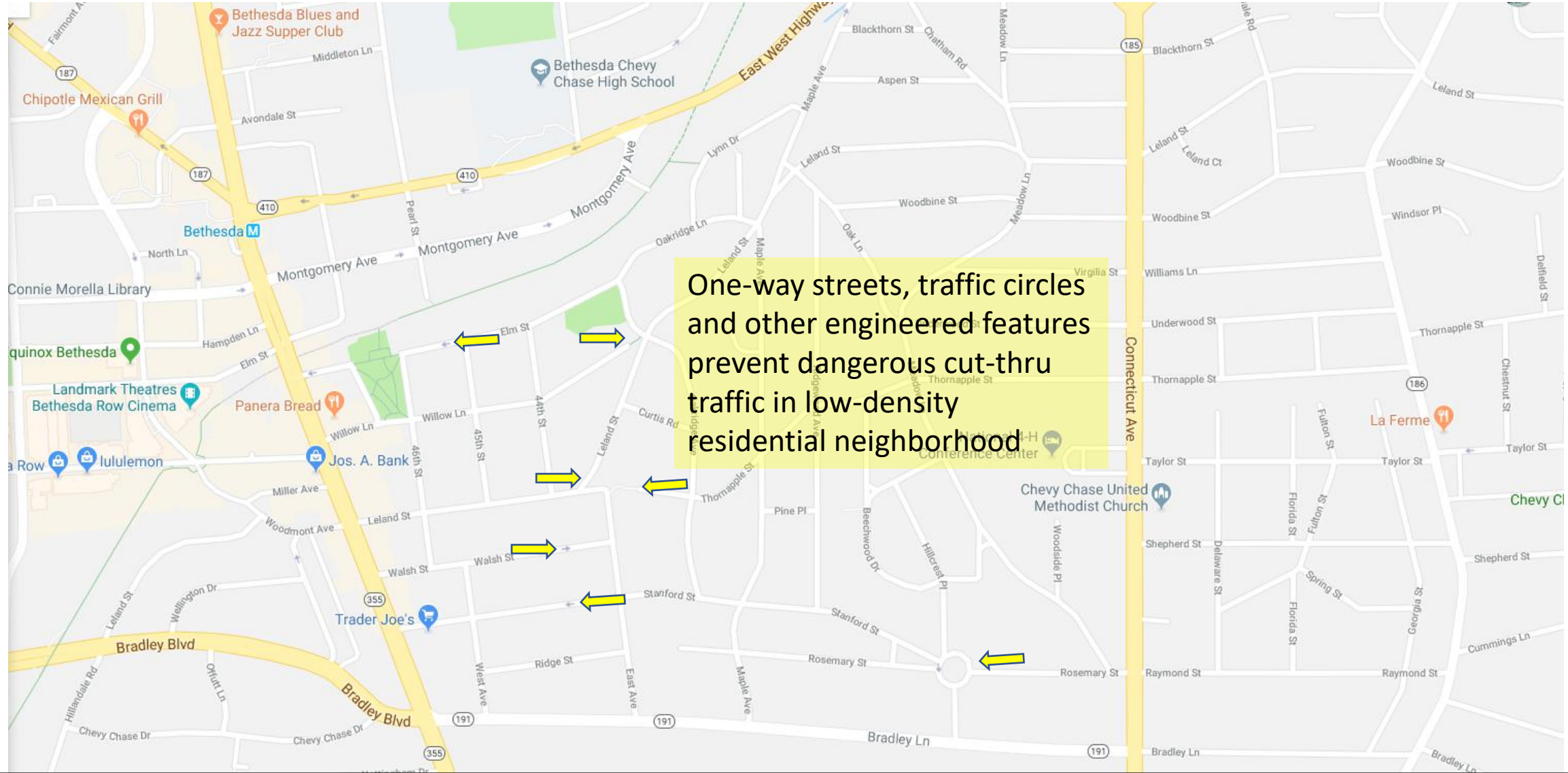
- Wayne Ave is built far beyond its required capacity to a degree that harms rather than helps the community; as a result the PL station at the Dale Drive intersection is being similarly over-built
  - How would changing the streetscape on Wayne reduce road-width, calm traffic and allow safer crossings?
  - How could reduced travel lanes on Wayne be repurposed to form a more “complete street?”
  - Could simple modifications be made to better place the Dale Station without modifying the track alignment?
  - Could reducing excess thru-lanes move the PL boarding platform out of the middle of the traffic lanes?
  - Could these modifications be both inexpensive and reversible?

Silver Spring Residents Deserve Social Justice in Traffic/Pedestrian Safety

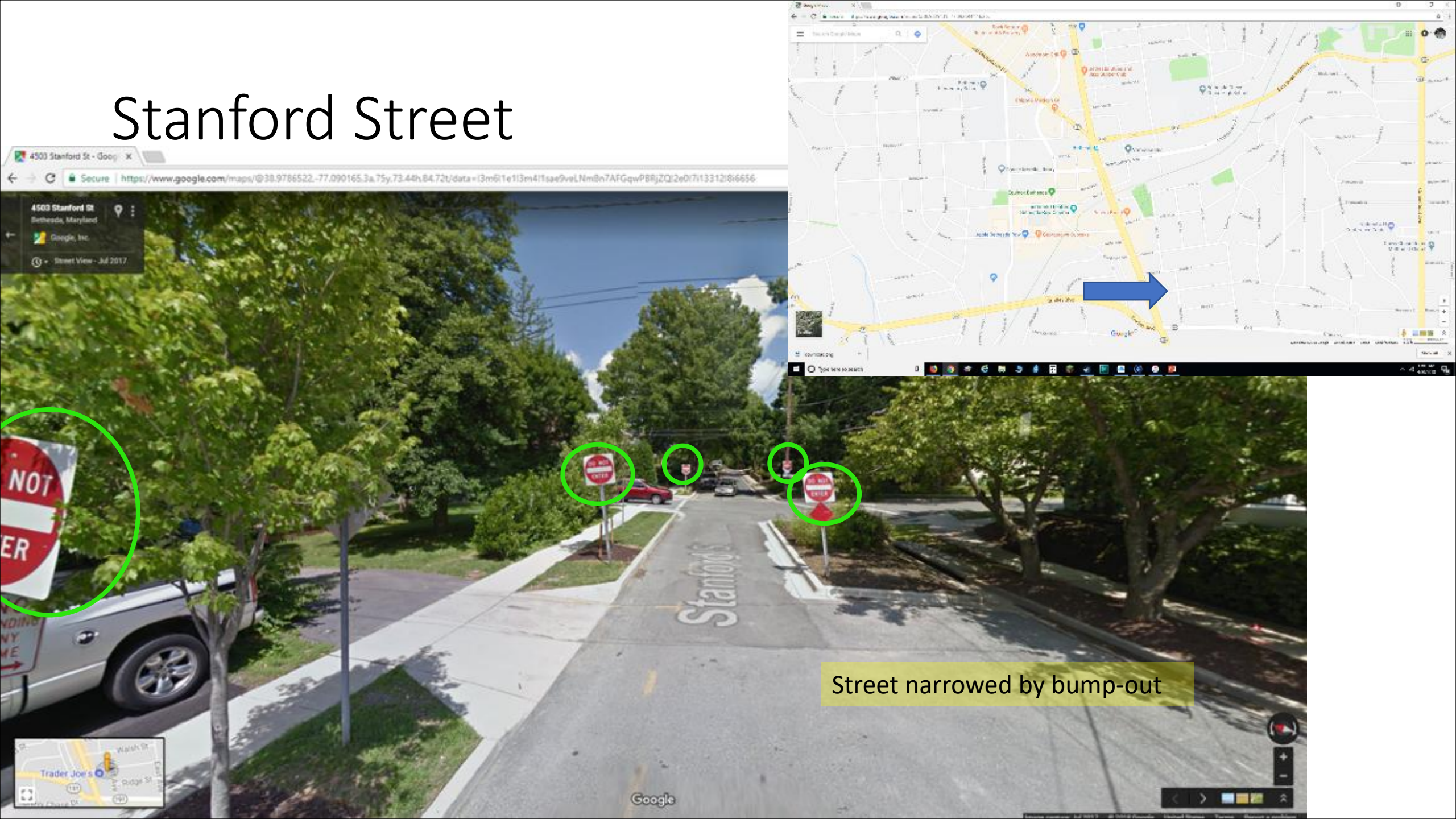
Urbanized Areas of Western Montgomery County Benefit Substantially from Engineered Traffic Calming

Measures proposed for Wayne Ave have already been successfully incorporated throughout other parts of the county

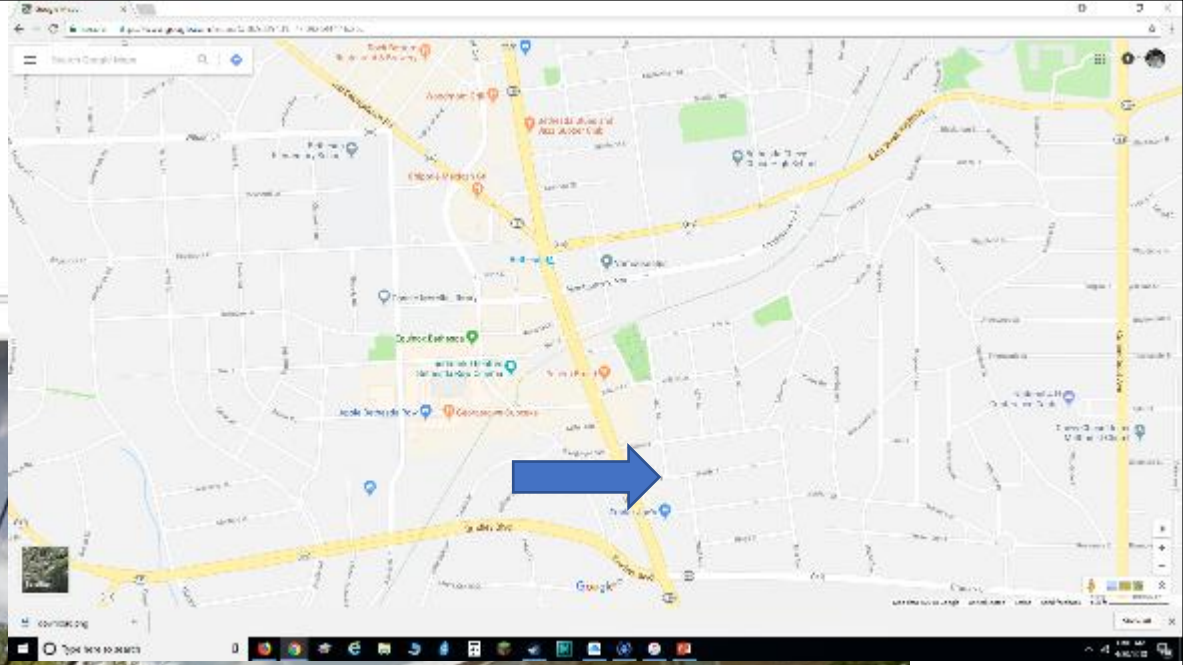
Exemplar Area (Bethesda) – Urbanized shopping and business district surrounded by calm residential streets



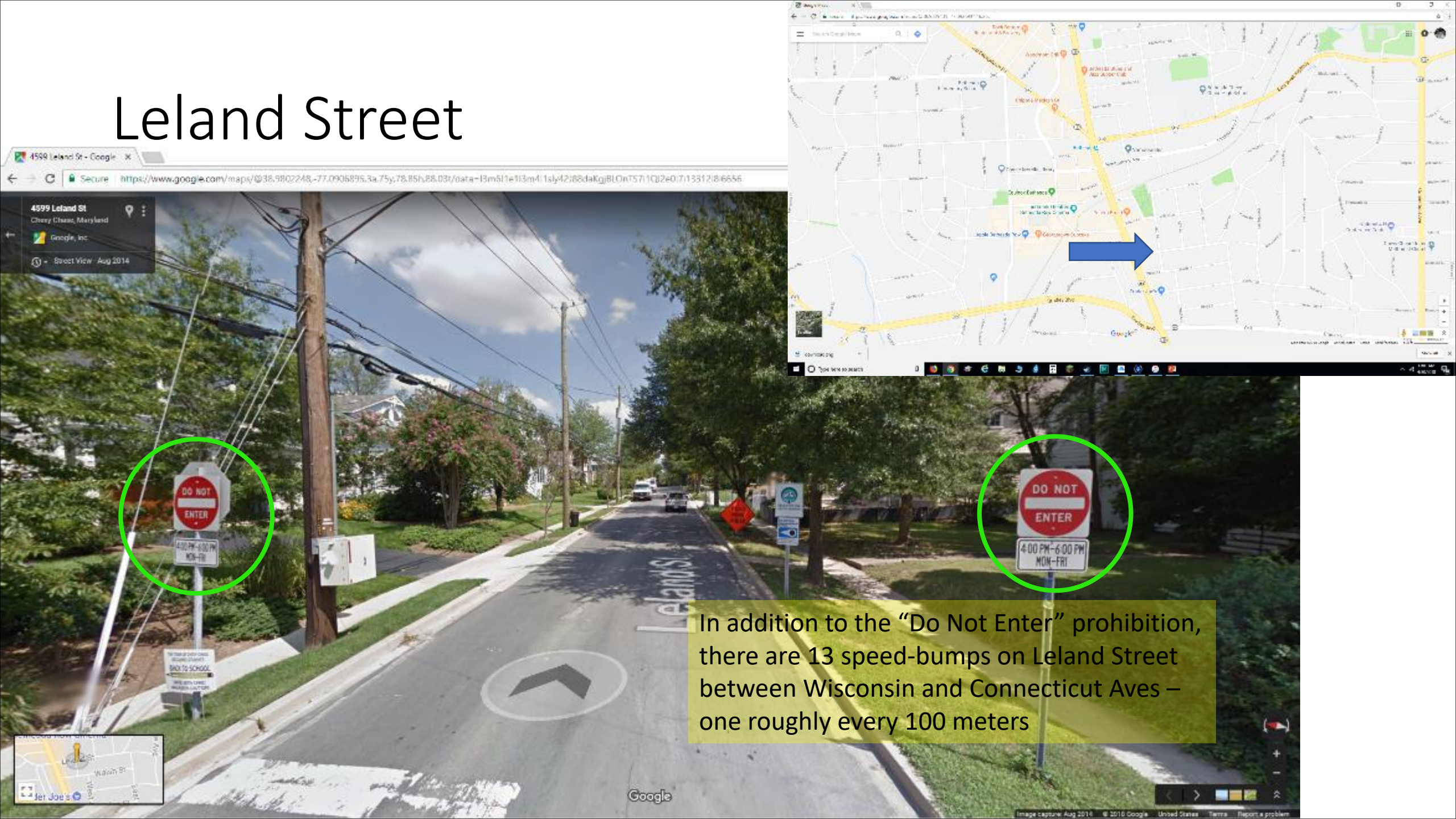
Stanford Street



Walsh Street



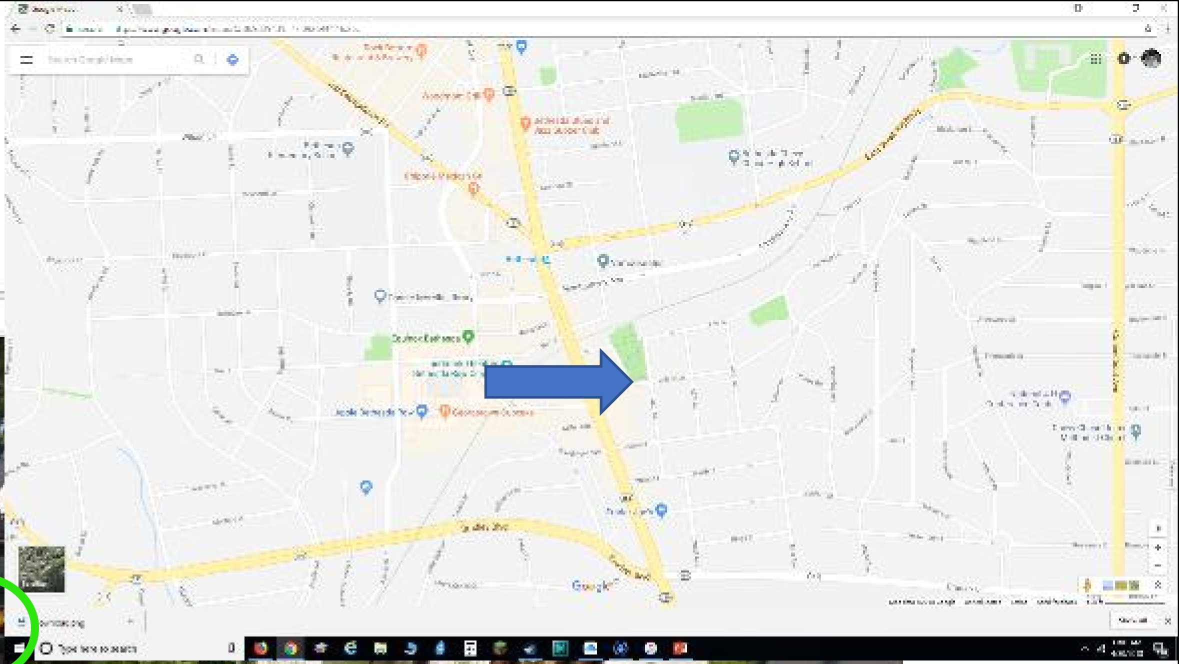
Leland Street



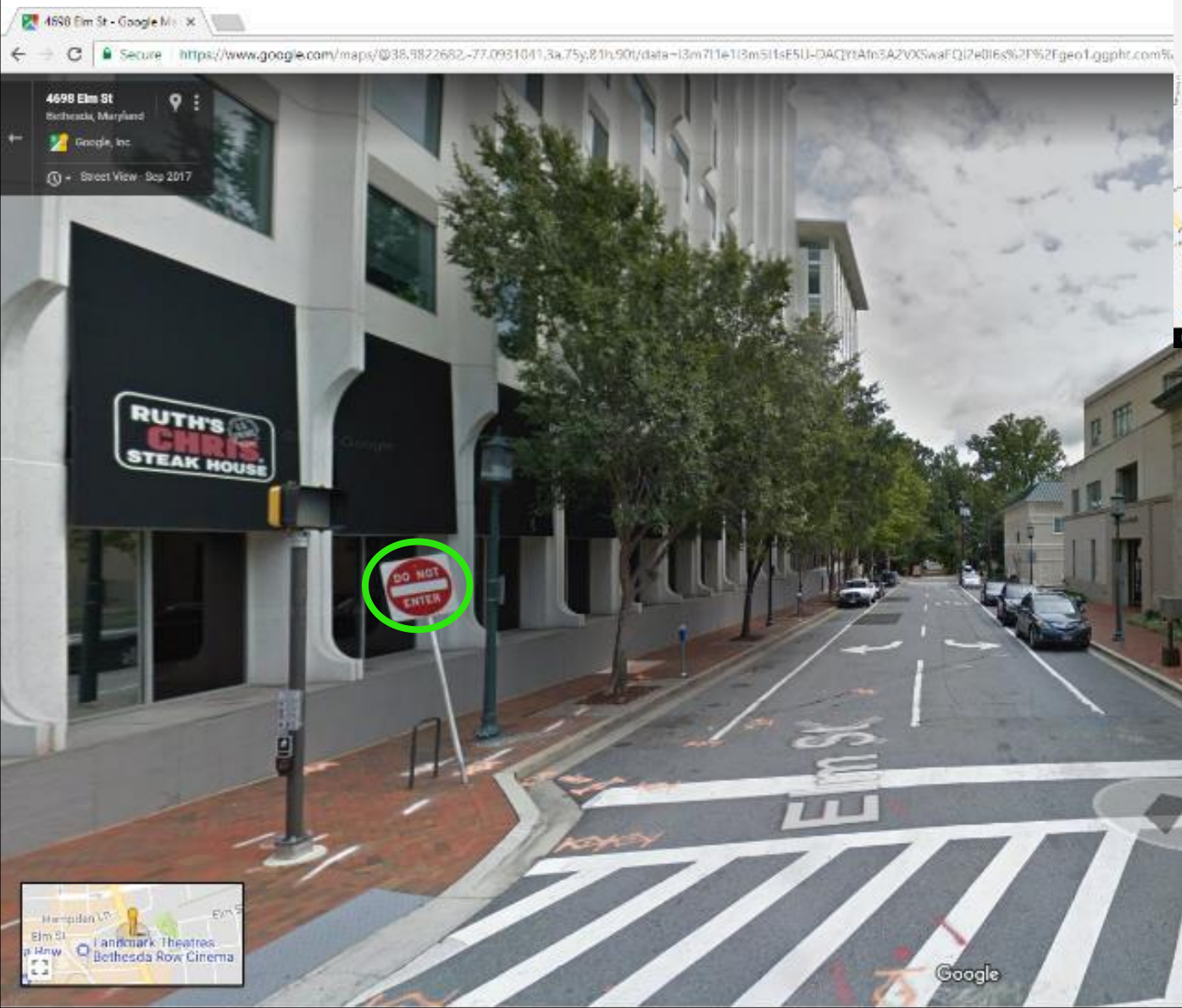
In addition to the “Do Not Enter” prohibition, there are 13 speed-bumps on Leland Street between Wisconsin and Connecticut Aves – one roughly every 100 meters

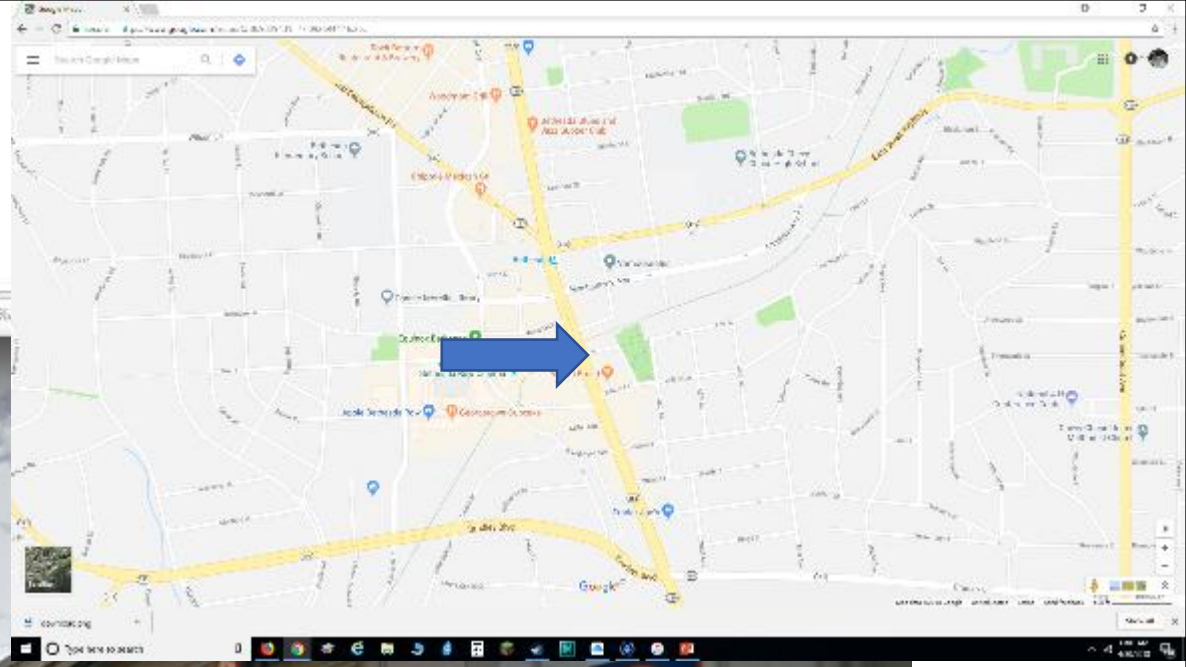
Willow Lane

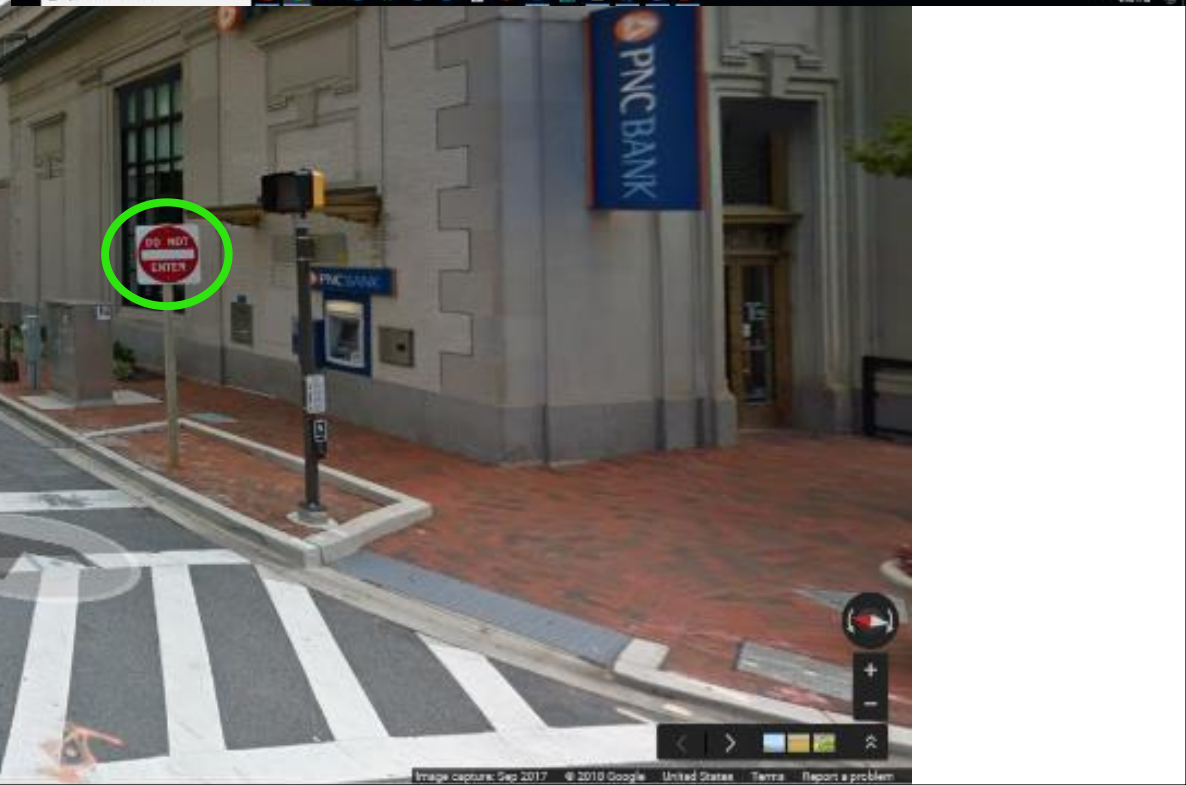

4400 Willow Ln
Chevy Chase, Maryland
Google, Inc.
Street View - Aug 2014
Secure
"Artificial"
Dead-end
Landmark Theatres
Bethesda Row Cinema
Google



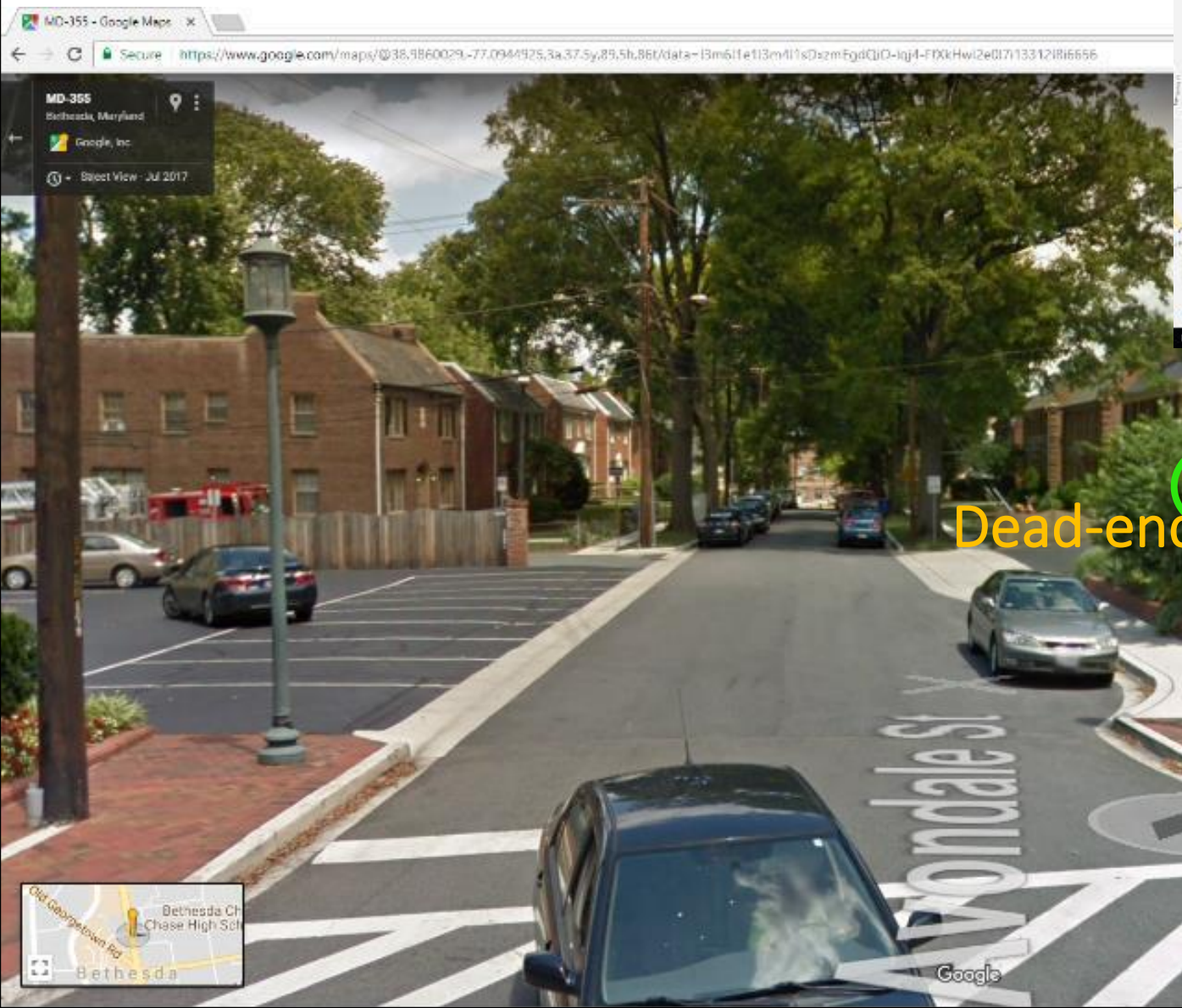
Elm Street

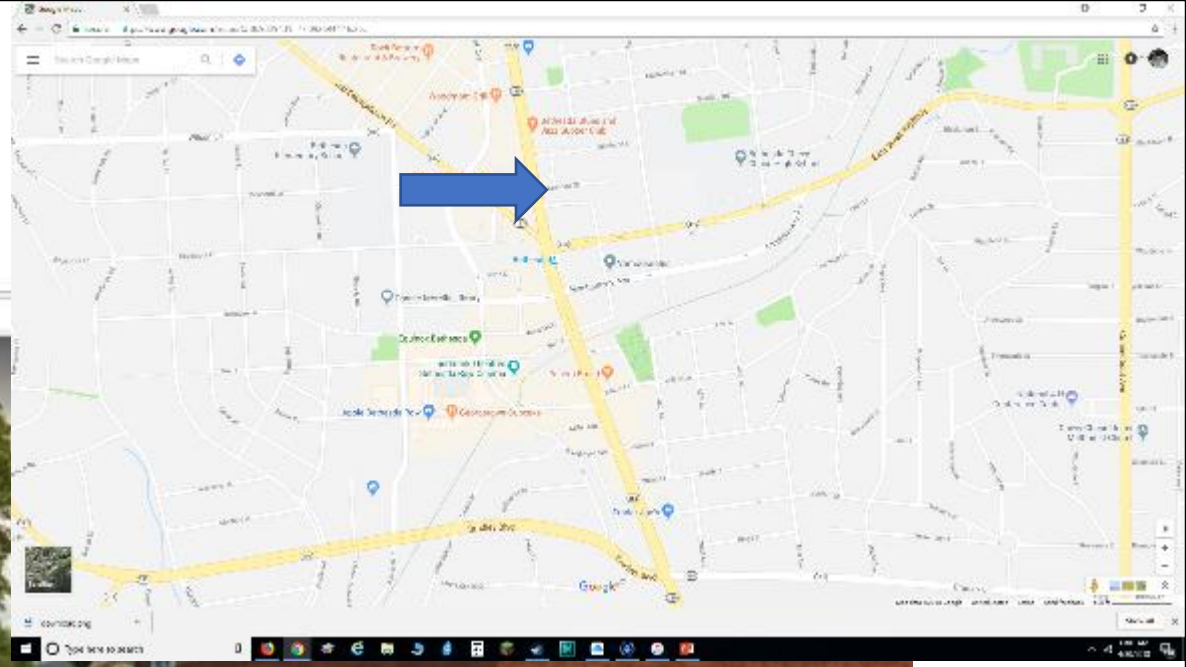

4698 Elm St
Bethesda, Maryland
Google, Inc.
Street View - Sep 2017
RUTH'S CHRIS STEAK HOUSE
DO NOT ENTER
Elm St
Landmark Theatres
Bethesda Row Cinema
Google

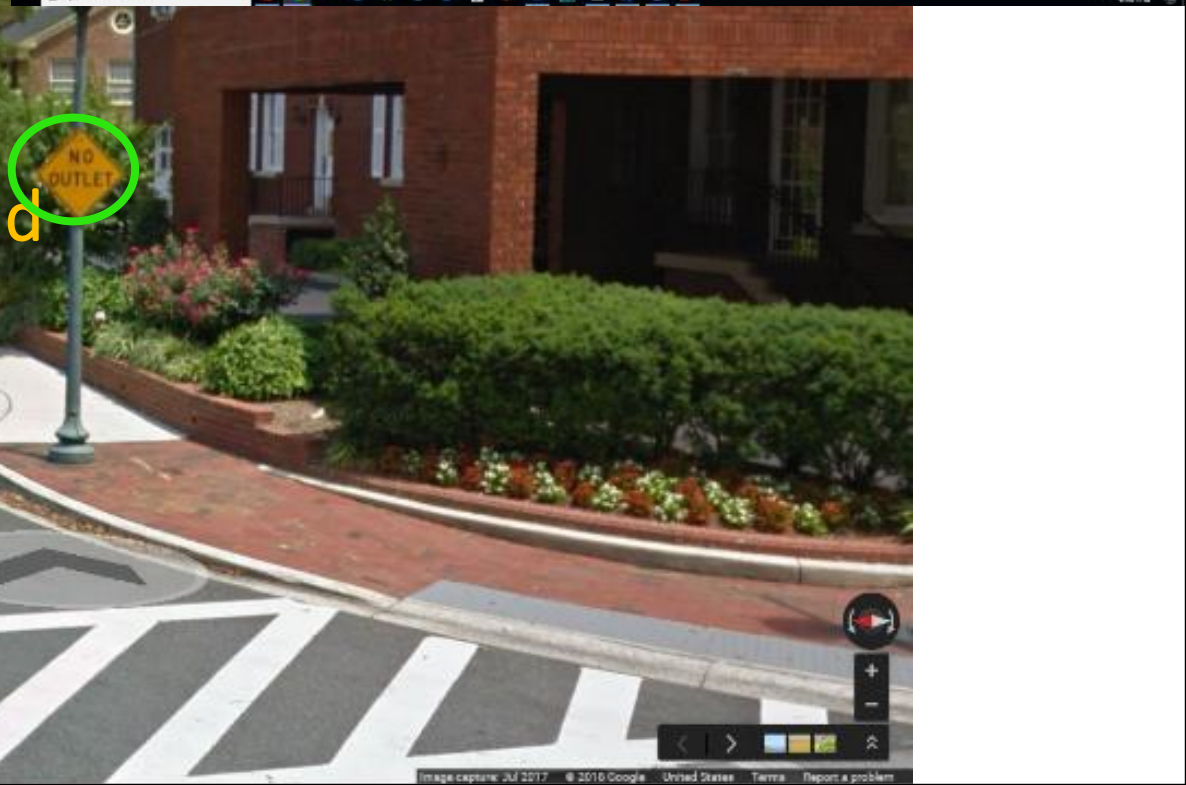



PNC BANK
DO NOT ENTER
Image capture: Sep 2017 © 2018 Google United States Terms Report a problem

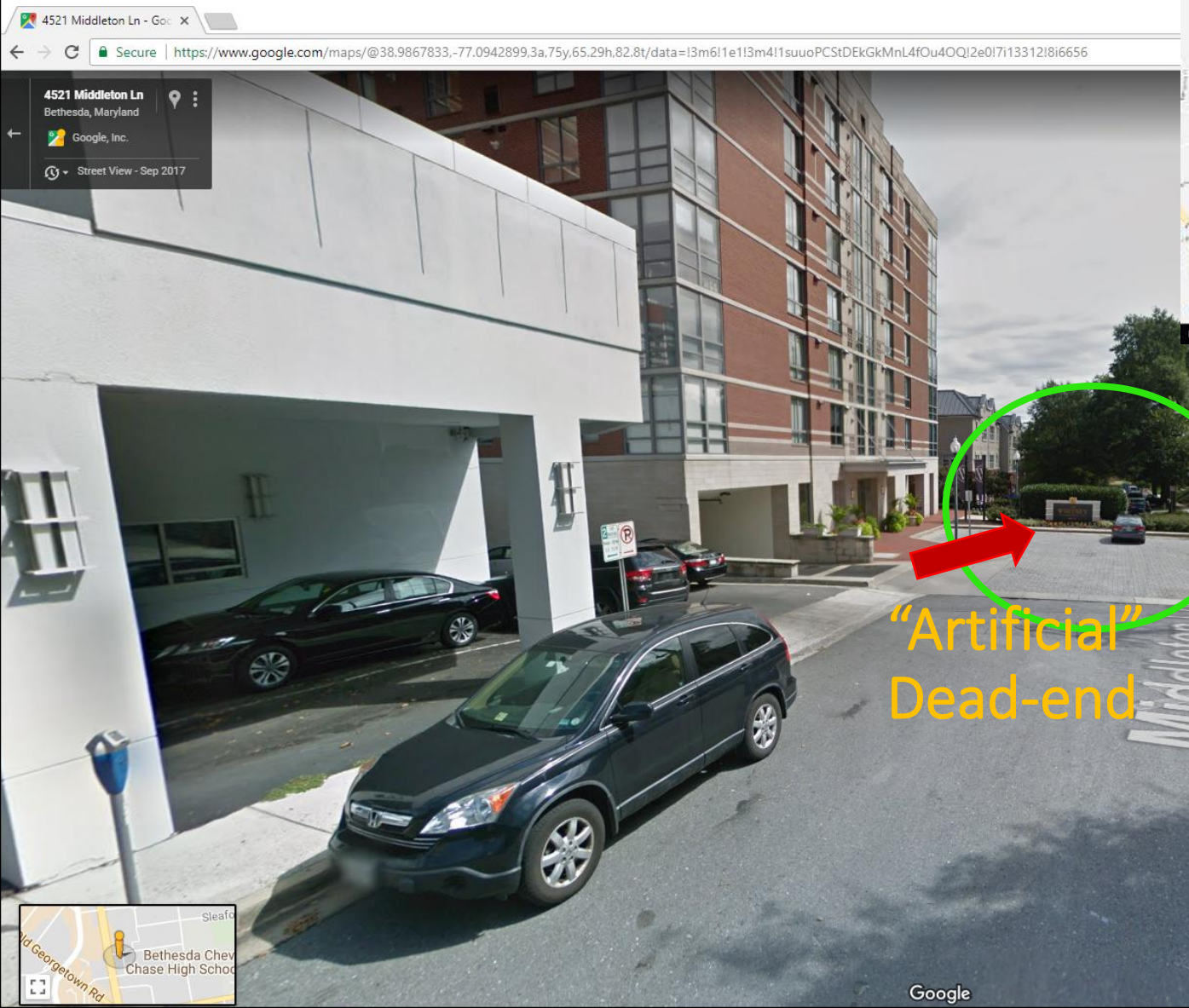
Avondale Street

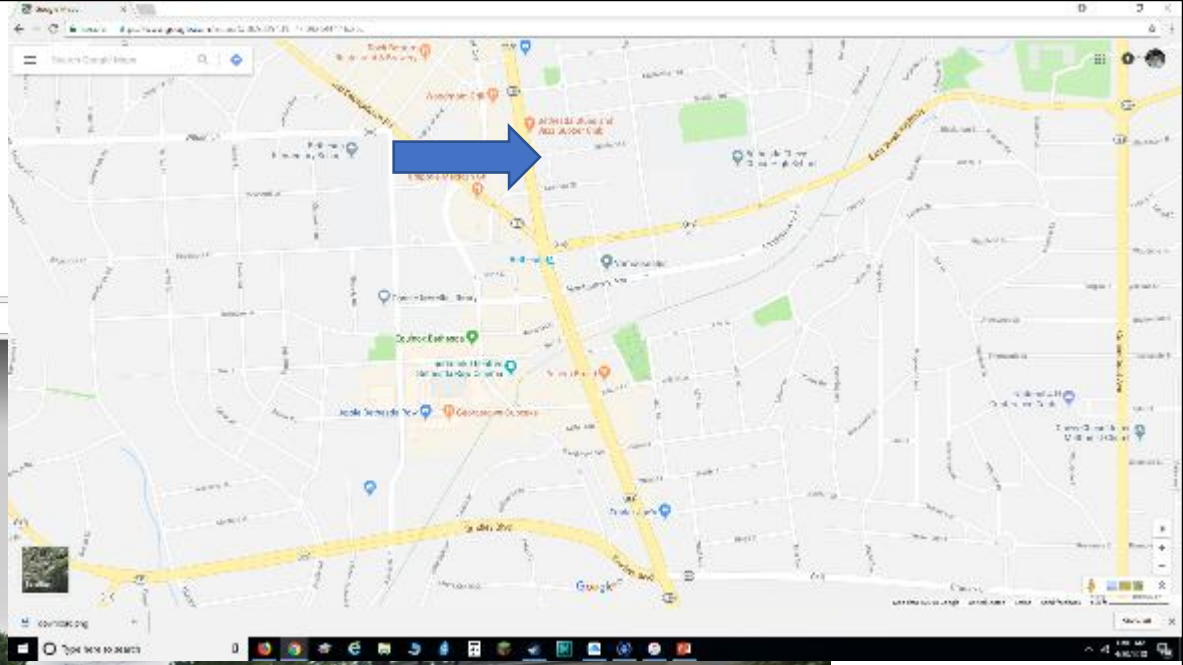






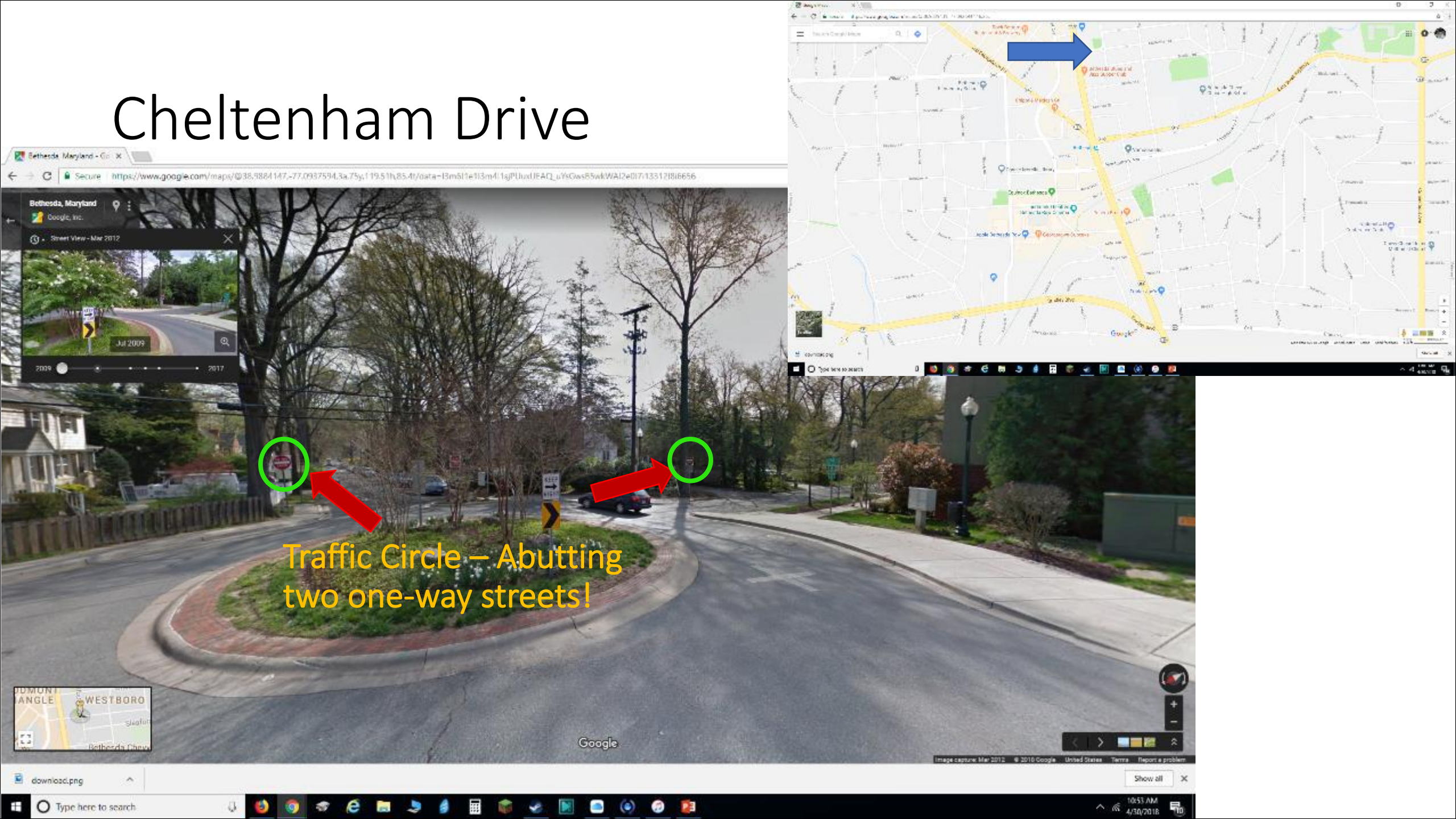
Middleton Lane



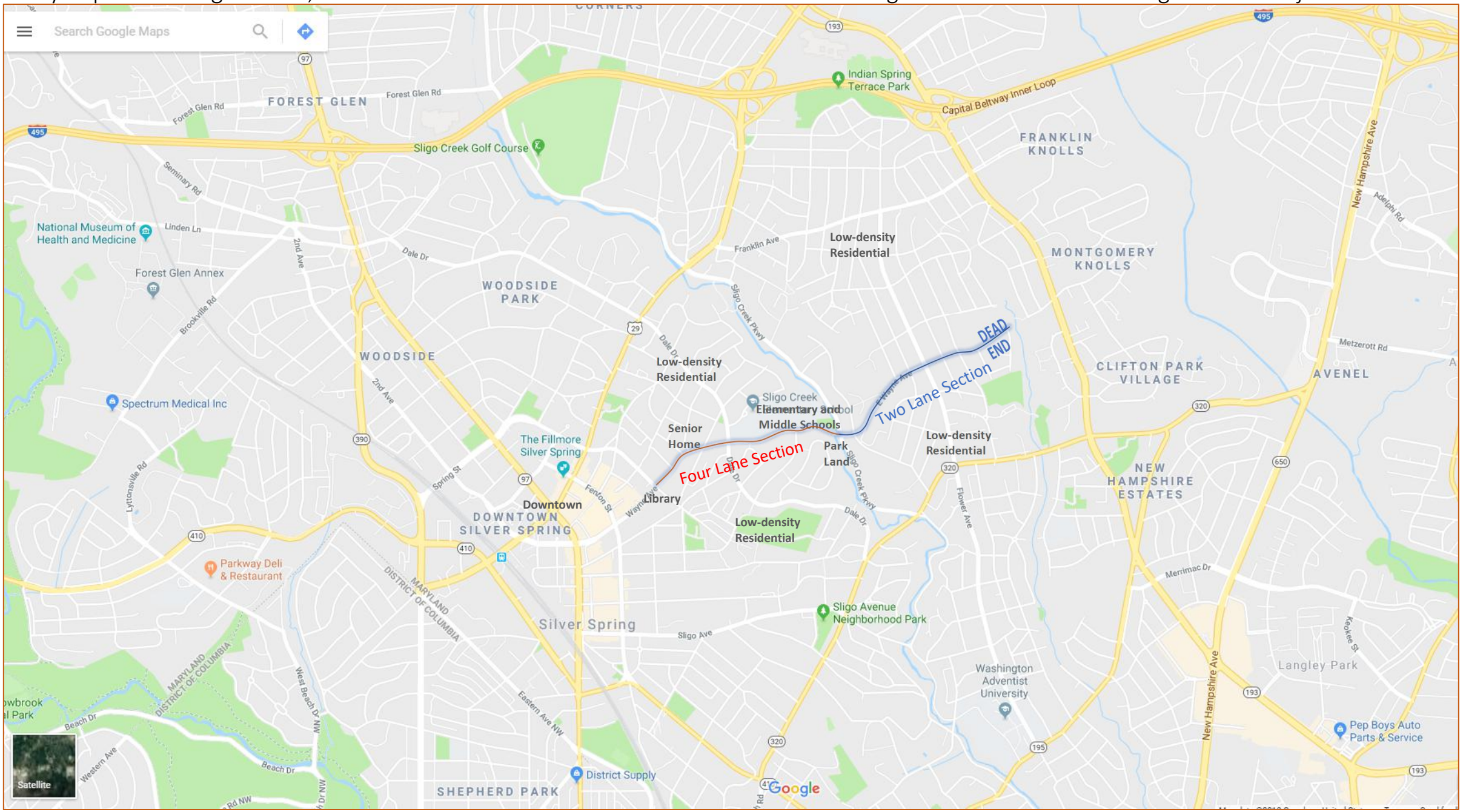


"Artificial" Dead-end

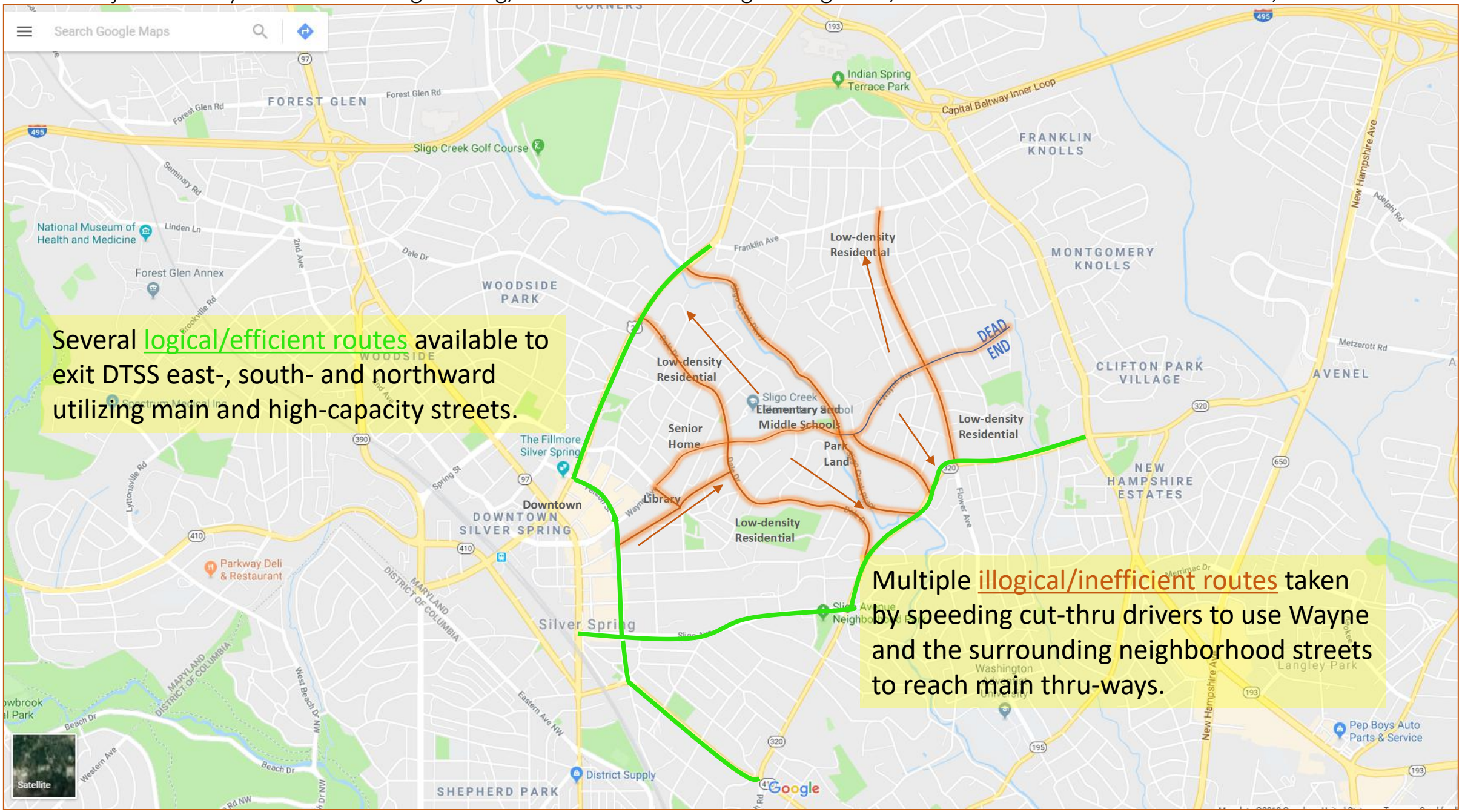
Cheltenham Drive



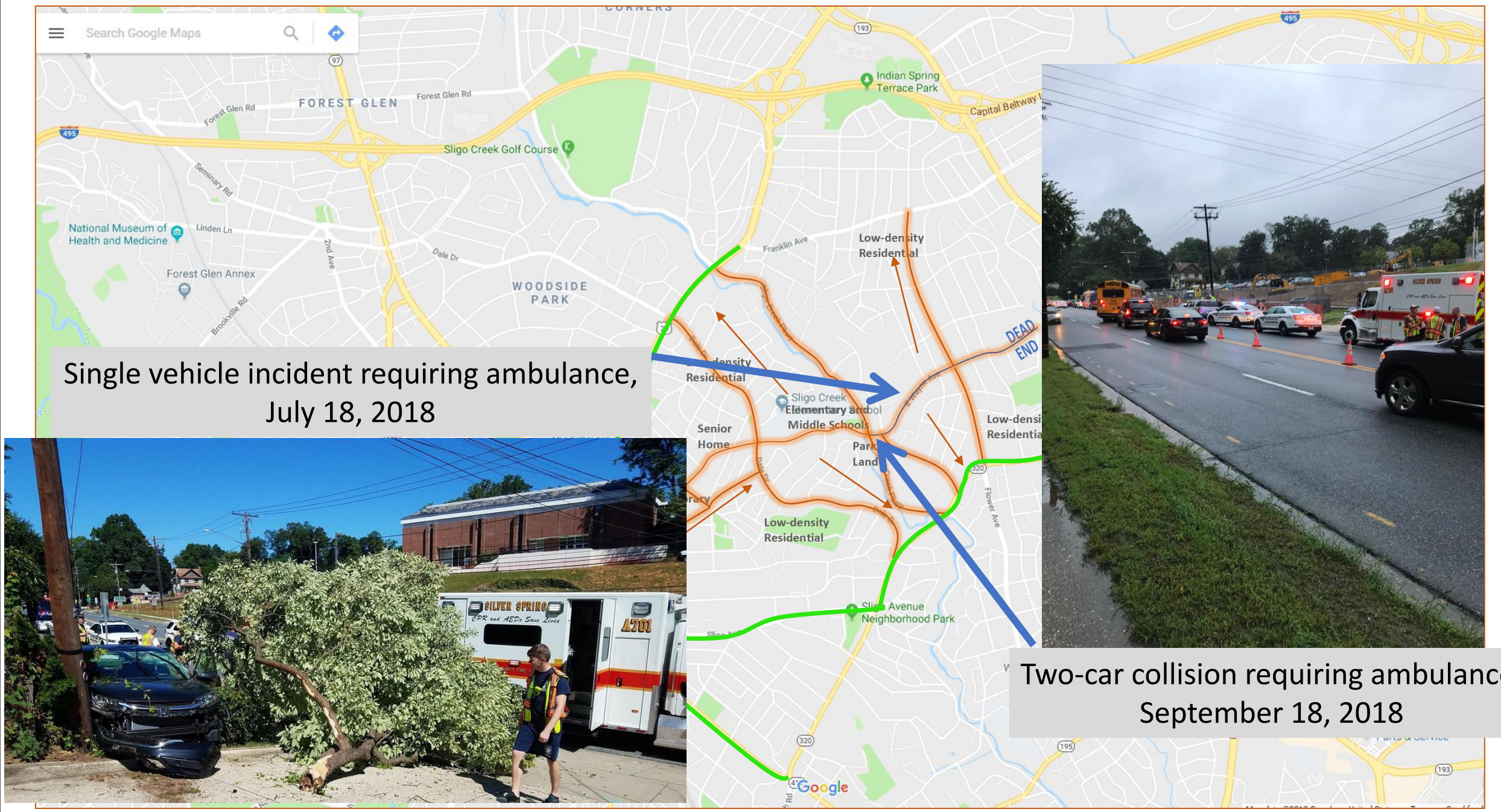
Wayne Ave outside of DTSS is a residential street surrounded only by two-lane streets; for a brief stretch in this area, it is four-lanes wide. Wayne parallels larger roads, but becomes a two-lane road and dead-ends in the neighborhood before reaching another major street



Cut-thru traffic on Wayne causes further "traffic run-off." Wayne is not a thru-street – drivers use illogical routes through the neighborhood to reach major thru-ways. The lack of engineering/enforcement encourages dangerous/distracted drivers on other two-lane, residential streets.



Crashes on Wayne Avenue are frequent and often-times require fire/rescue due to driver and pedestrian injuries.



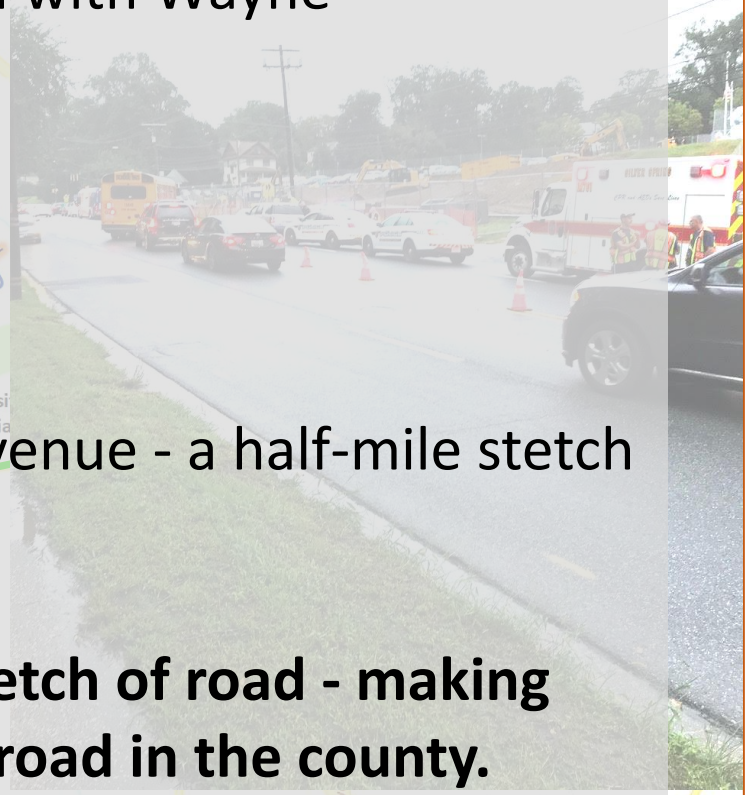
Single vehicle incident requiring ambulance, July 18, 2018

Two-car collision requiring ambulance, September 18, 2018

Crashes on Wayne Avenue are frequent and often-times require fire/rescue due to driver and pedestrian injuries.

From January 2015 to September 2018, there were **at least 198 traffic accidents** on Wayne Ave itself or on a cross-street at the intersection with Wayne

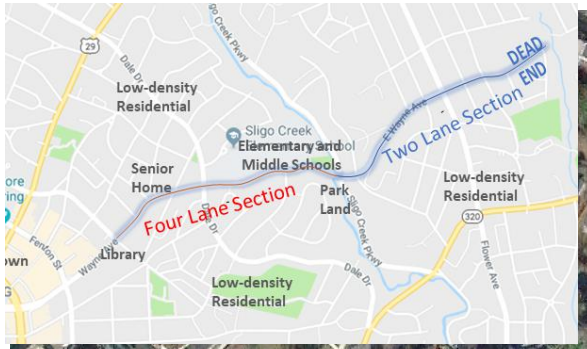
- Crash frequency of greater than one every seven days
- 89 involved vehicles originating from cross streets
- 24 involved bicycles or pedestrians
- 14 collisions were characterized as Head-On
- An additional 57 accidents occured along East Wayne Avenue - a half-mile stetch of two-lane road



All of these accidents were reported along a one mile stretch of road - making Wayne Ave a serious contender for most accident-prone road in the county.

Source: DataMontgomeryCounty - Crash Reporting
https://data.montgomerycountymd.gov/Public-Safety/Crash-Reporting-Incidents-Data/bhju-22kf

Overhead view of Wayne east of downtown and west of Sligo Creek Park – the adjacent Cedar St was recently reduced w/bike lanes added



Low-density Residential

Elementary and Middle Schools

Senior Home

Wayne Ave

Dale Drive

Cedar Street

Low-density Residential

Google

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Path of Silver Spring "Green Trail"
- Connects DTSS with Sligo Creek parkland
- Unbuffered sidewalks on either side of street
- Intended as mixed bike/pedestrian path
NEW Protected Bike Lanes
Cedar Street, adjacent to Wayne,
- Road recently successfully reduced in width
- Protected bike lanes added
- Sidewalks now buffered
Wayne Ave
Cedar Street
One Way
Google

“Complete street” design modifications are often cheap, scaleable and reversable

Restriping and incorporation of bike lanes

Conversion of travel lanes to parking

Incorporation of Speed Signs

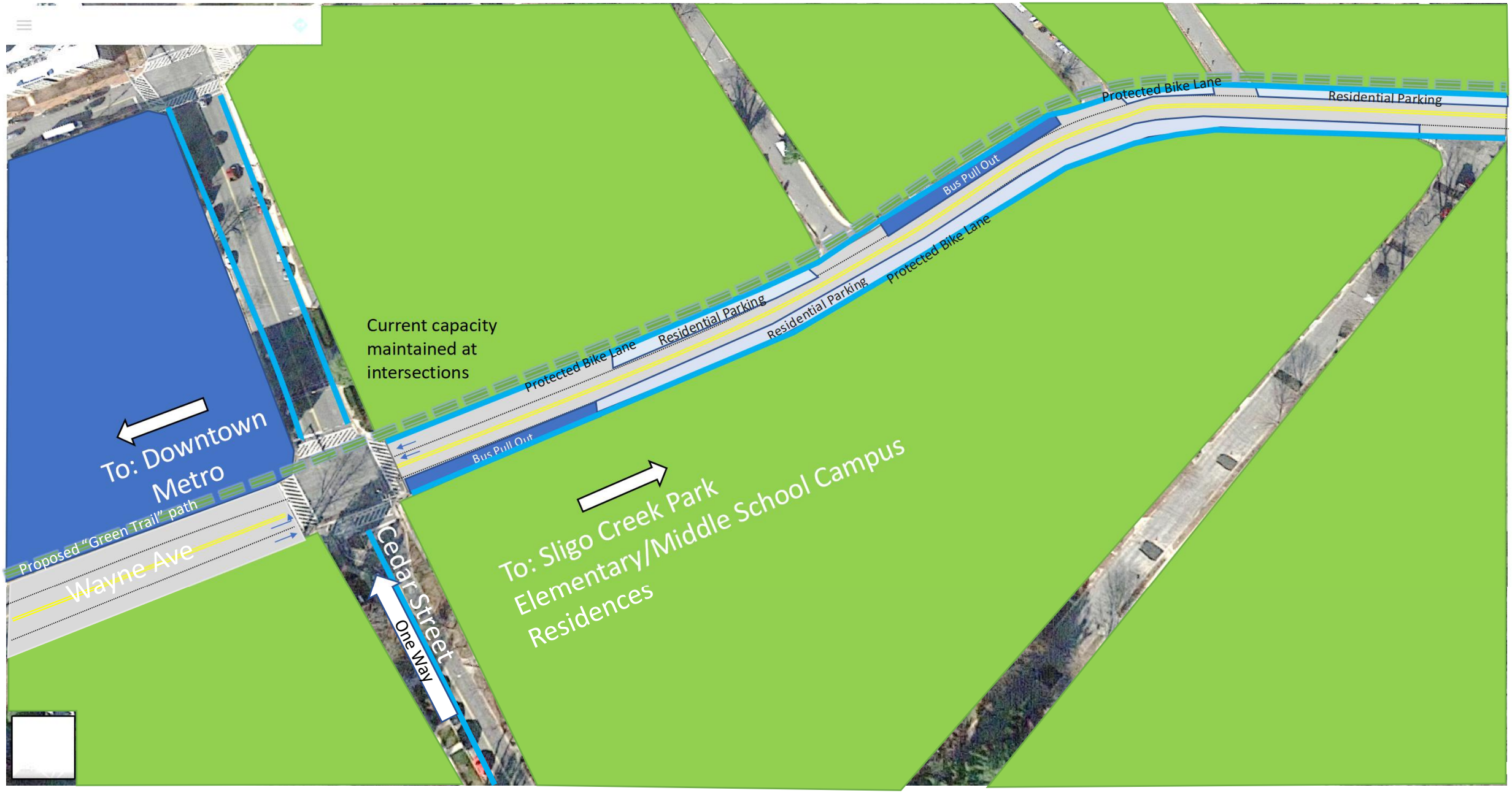
Recent redesign of adjacent Cedar St
- Recognizes urbanizing character of the neighborhood and need for safe multi-mode travel
- Success could be easily replicated on Wayne

BEFORE

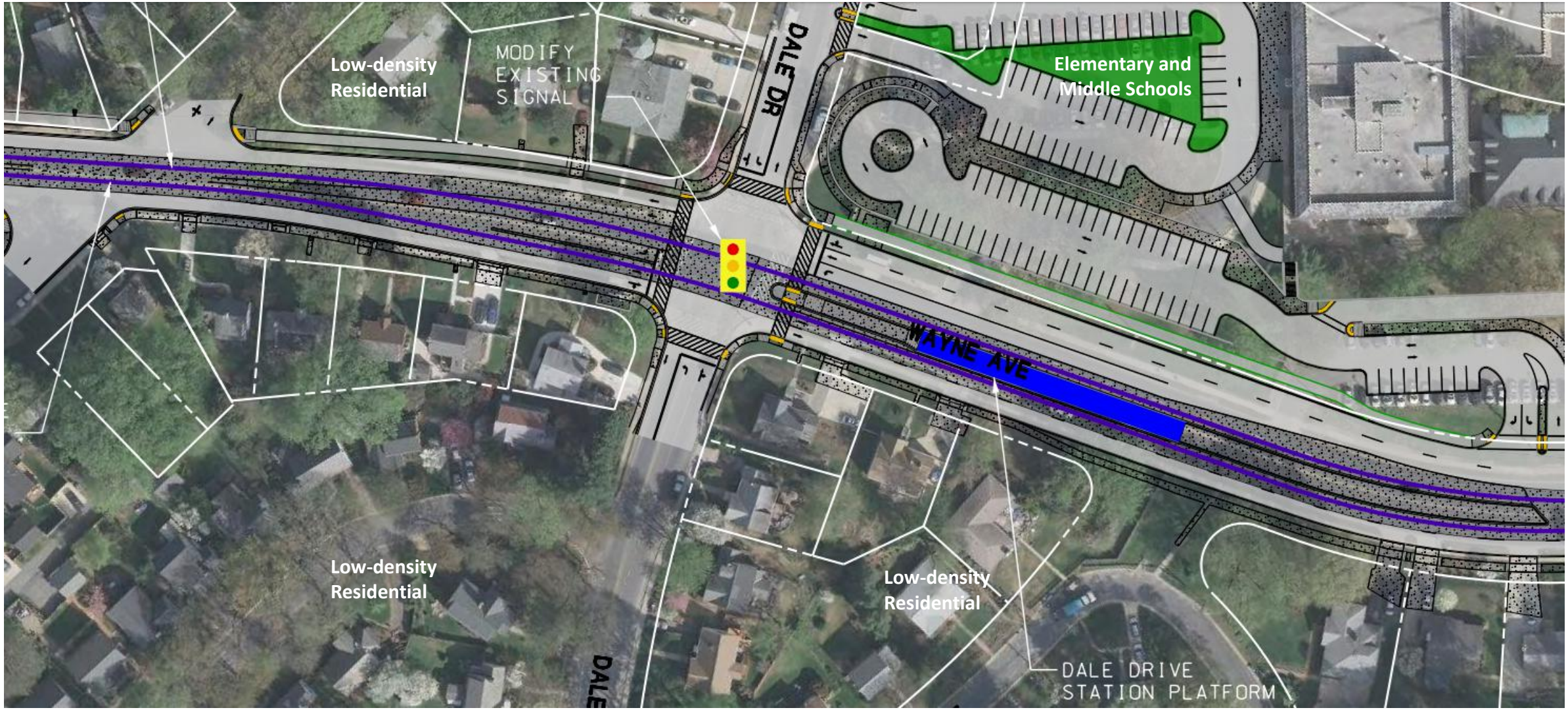
AFTER (and Better)

Current Streetscape – majority of Wayne has no grass buffer between traffic and sidewalk; vehicles encouraged to speed by ample lanes. Both the curvation of the road and its steep slope limit visibility in some sections to under 50 feet.

Proposed, low-cost streetscape redesign – Improved safety for pedestrians, bicyclists, bus riders and motorists on Wayne

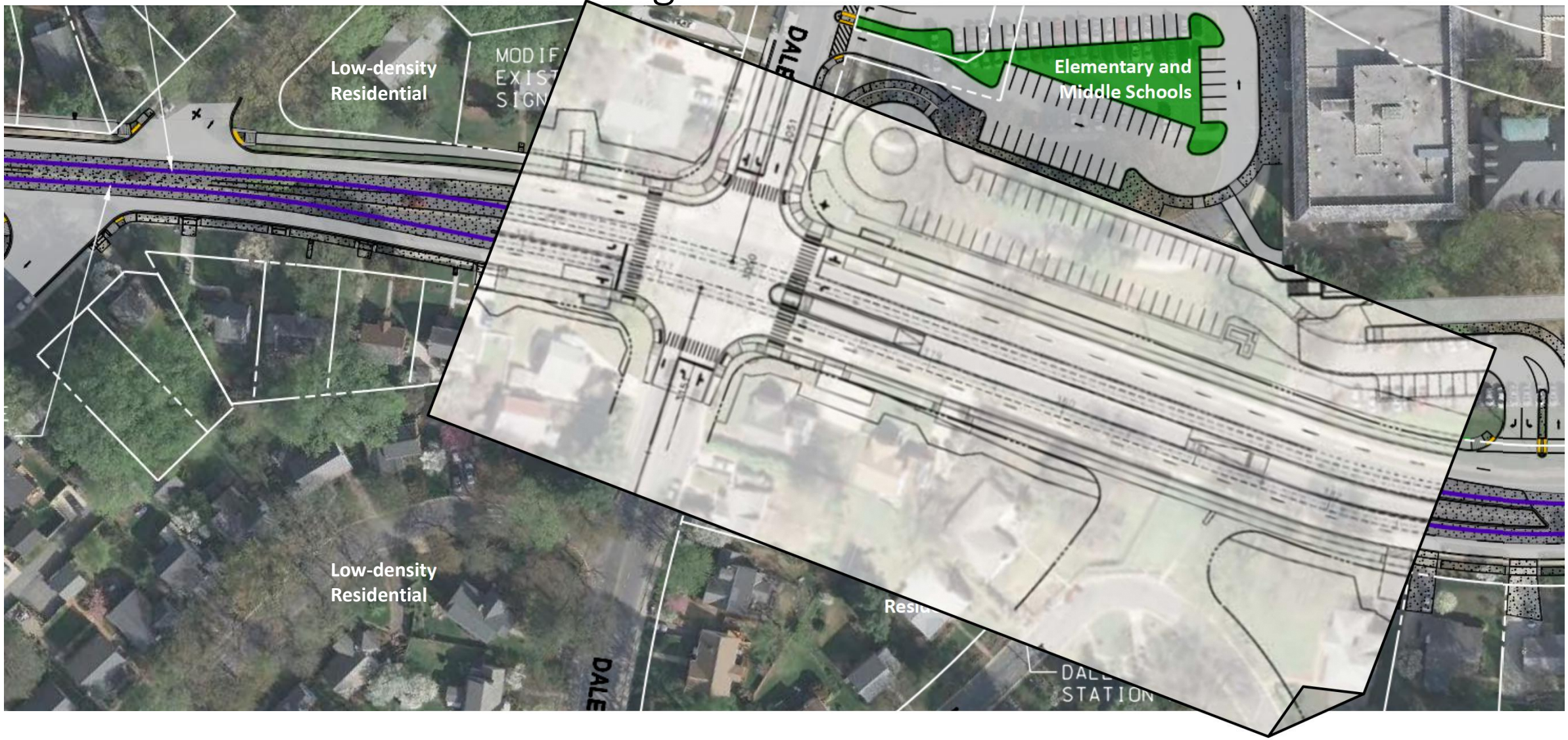


Original Dale Drive Station PL Design –
Was Considered Unsafe by Community



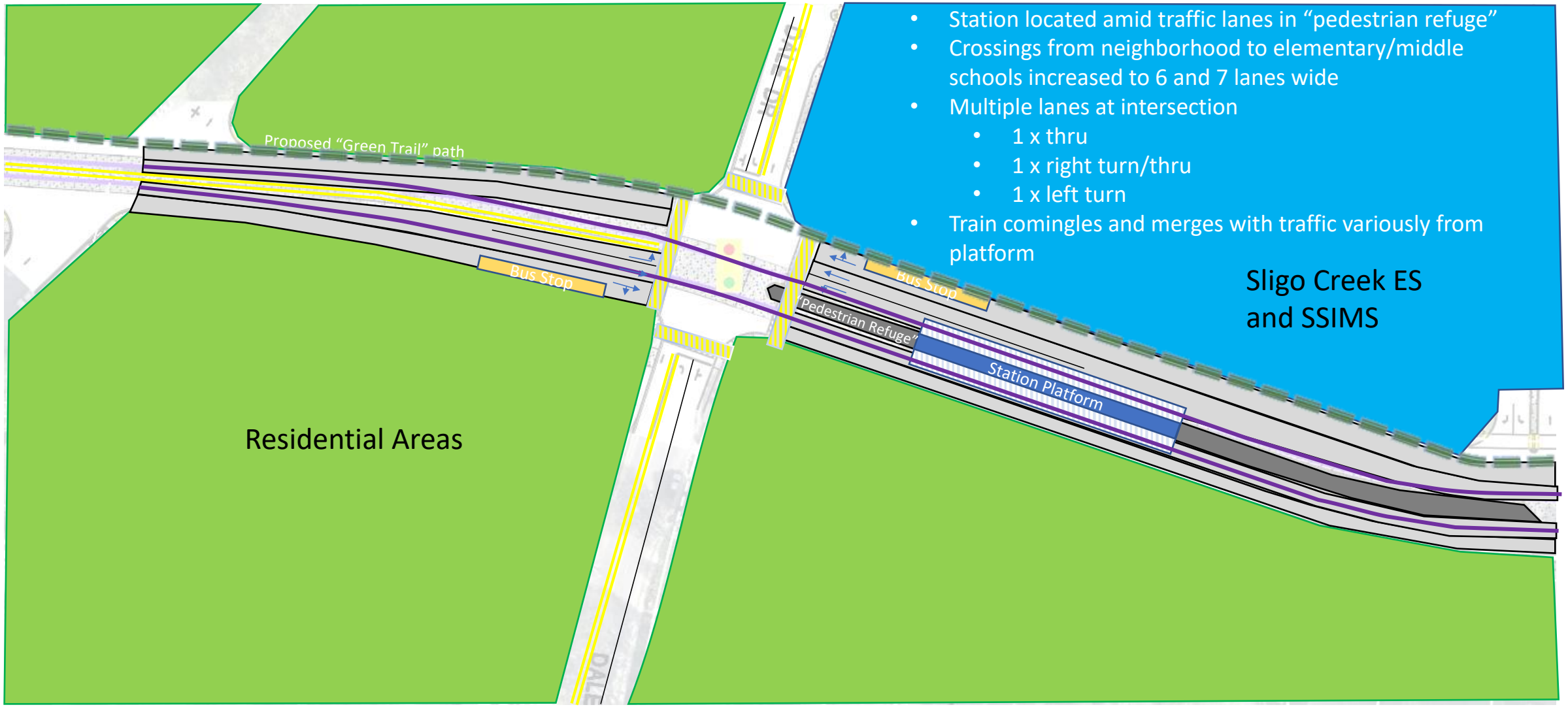
Current Dale Drive Station PL Design –

In response to community pressure, one lane east of Dale reduced; west of Dale remained unchanged



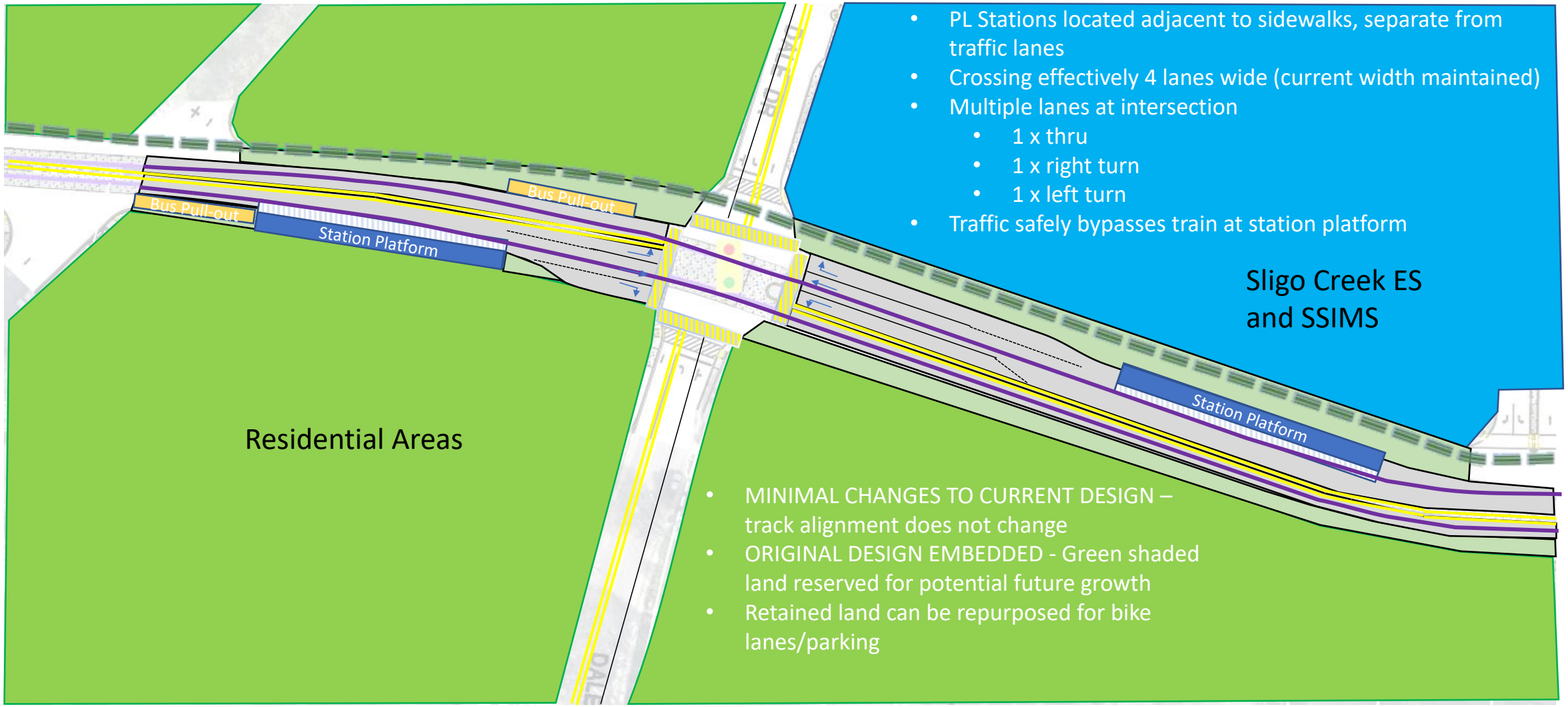
Current Dale Drive PL Station Design (Simplified) –

Vastly expanded crossing still considered unsafe by community

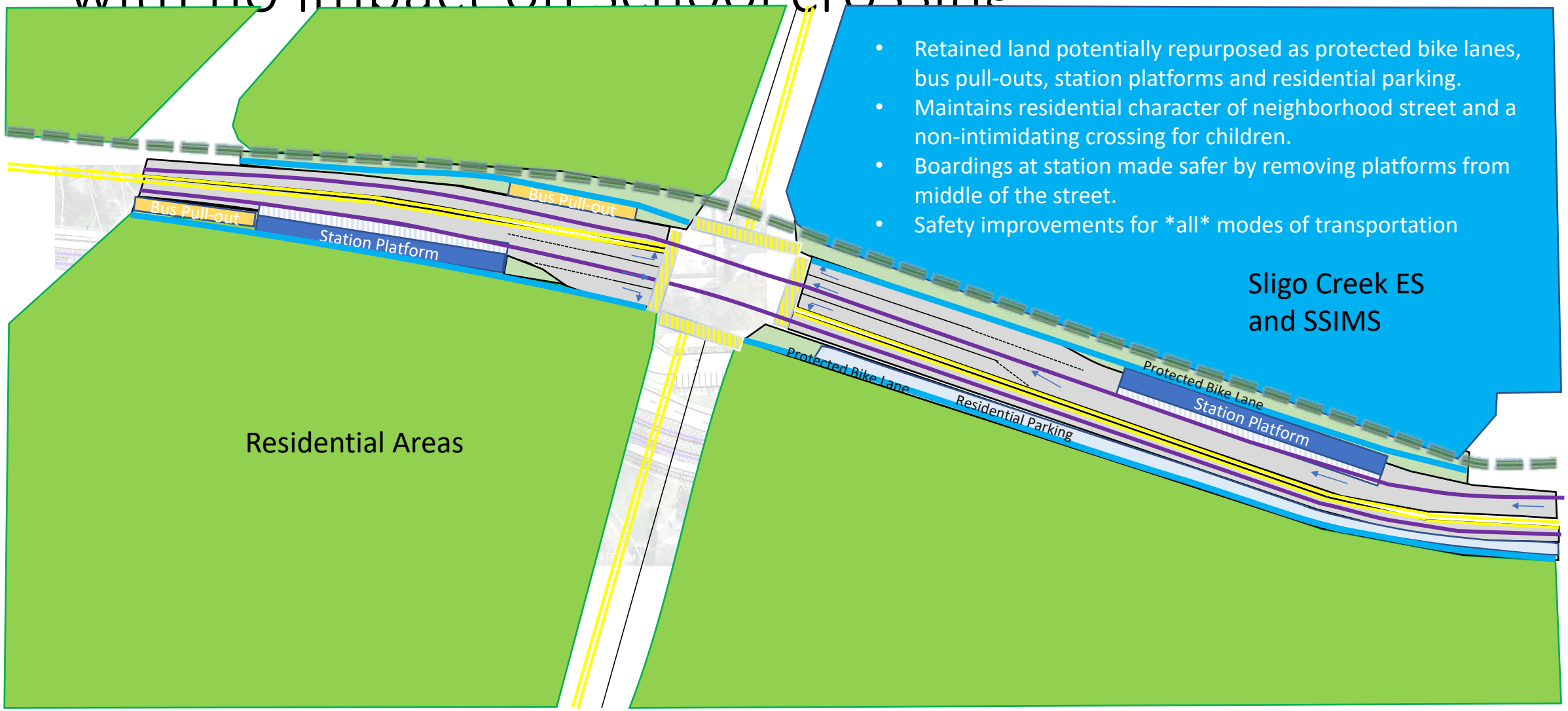


- Station located amid traffic lanes in "pedestrian refuge"
- Crossings from neighborhood to elementary/middle schools increased to 6 and 7 lanes wide
- Multiple lanes at intersection
  - 1 x thru
  - 1 x right turn/thru
  - 1 x left turn
- Train comingles and merges with traffic variously from platform

Alternative Design – removal of one thru lane reduces over a third of crossing distance

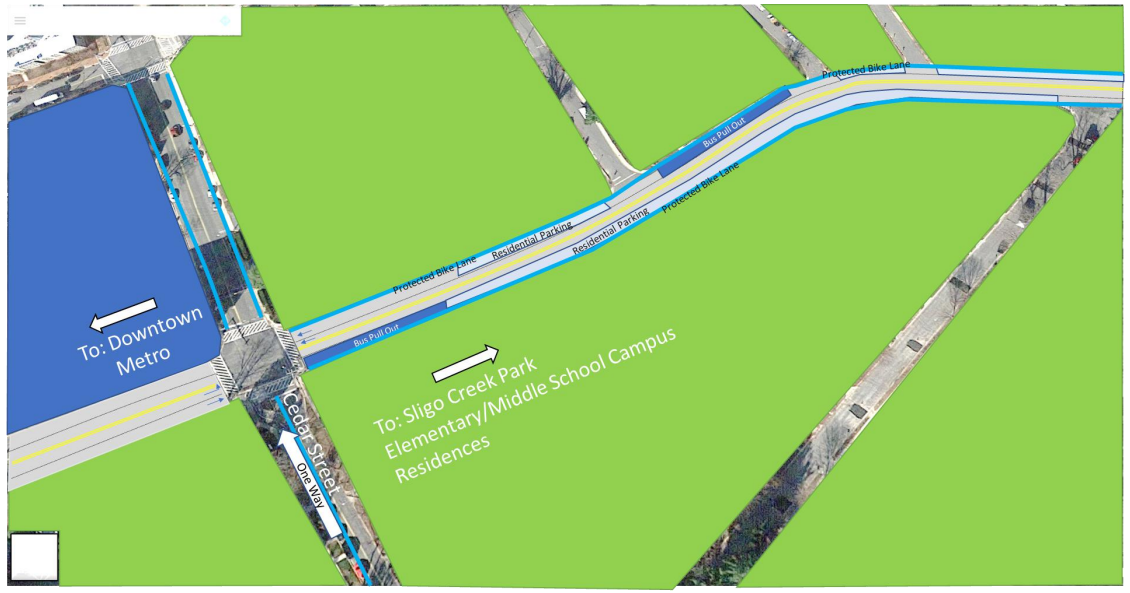


Alternative Design – true multi-use streetscape with no impact on school crossing



- Retained land potentially repurposed as protected bike lanes, bus pull-outs, station platforms and residential parking.
- Maintains residential character of neighborhood street and a non-intimidating crossing for children.
- Boardings at station made safer by removing platforms from middle of the street.
- Safety improvements for *all* modes of transportation

- What if Wayne/Dale are rezoned for commercial or high-density residential in the coming decades?
  - **<u>Simple/inexpensive restriping</u>** of excess lanes to add a protected bike path and parking would allow retention of the current road width that **<u>would be entirely reversible</u>** to meet unforeseen future needs.
  - The footprint of the original PL station design could similarly be “reserved” for potential future growth – the proposed alternative would be built “on top of” the current design and track alignment.
  - Unless and until the neighborhood experiences truly dramatic change, these areas serve as a safety buffer for pedestrians, cyclists, bus/train commuters and drivers.



Thank you to those who participated in our October 2017 Safety Walk, to include MCPS and -

Austin Morris for Senator Van Hollen

Ken Reichard for Senator Cardin

Kathleen Connor for Congressman Raskin

Luke Pinton for State Sen. Will Smith

State Del. David Moon

Julio Ceron for Councilmember Hucker

Aaron Kraut for Councilmember Berlinger

Reemberto Rodriguez for County Executive Leggett

Reps for MoCo Dept of Transportation

Reps for State Highway Administration

Reps for Purple Line Transit Partners

Jen McLaughlin for Sligo Creek PTA

Margy O'Herron & Nancye Bonomo for SSIMS PTSA

During this event, we remembered Montgomery Blair student, Michele Renee Wilson, who was fatally struck at the intersection of Wayne Ave and Mansfield Road. This preventable tragedy spurred the neighborhood to demand a signalized crossing at this location.

Conclusion: Wayne Ave can be redesigned (cheaply) to dramatically improve public safety; further, the Dale PL Station can be redesigned without changing the current track alignment. Both recommended changes would be entirely reversible, if necessary, in future decades.

- What other simple mitigations along Wayne Ave would further increase pedestrian safety?
- The Federal Highway Administration recommends "road diets" in similar situations-

> "Why consider a Road Diet? Four-lane undivided highways experience relatively high crash frequencies… resulting in conflicts between high-speed through traffic, left-turning vehicles and other road users."
> https://safety.fhwa.dot.gov/road_diets/

How bad is driver behavior on Wayne?
https://www.youtube.com/watch?v=PXaAu7RYSvE