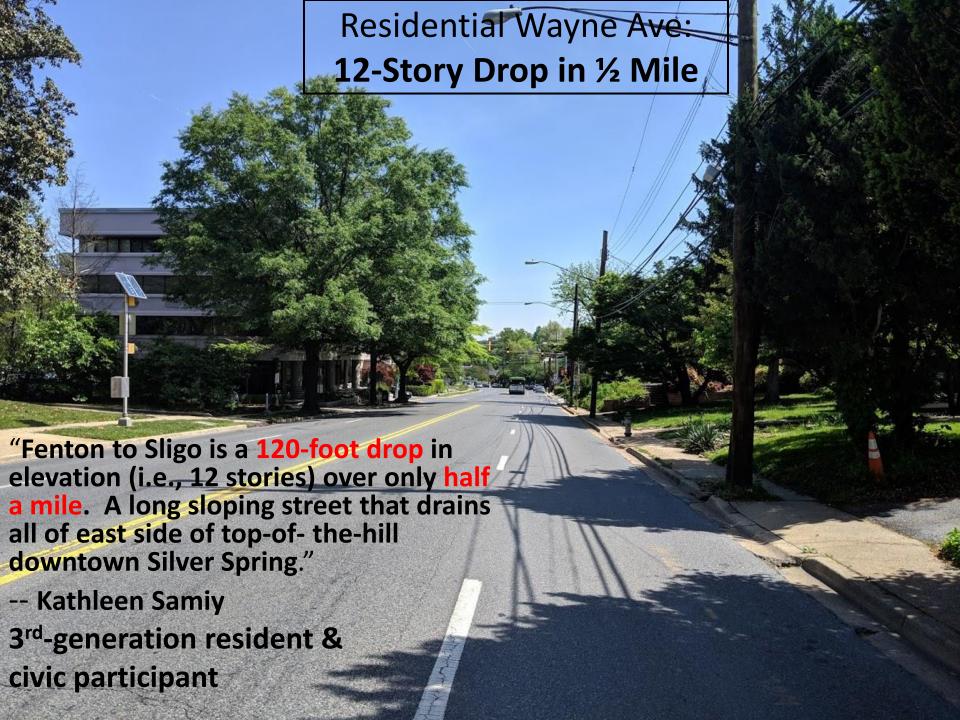
Pedestrian Safety on Wayne Ave

A Joint Presentation of the Park Hills Civic Association and Seven Oaks-Evanswood Citizens' Association

May 23, 2019

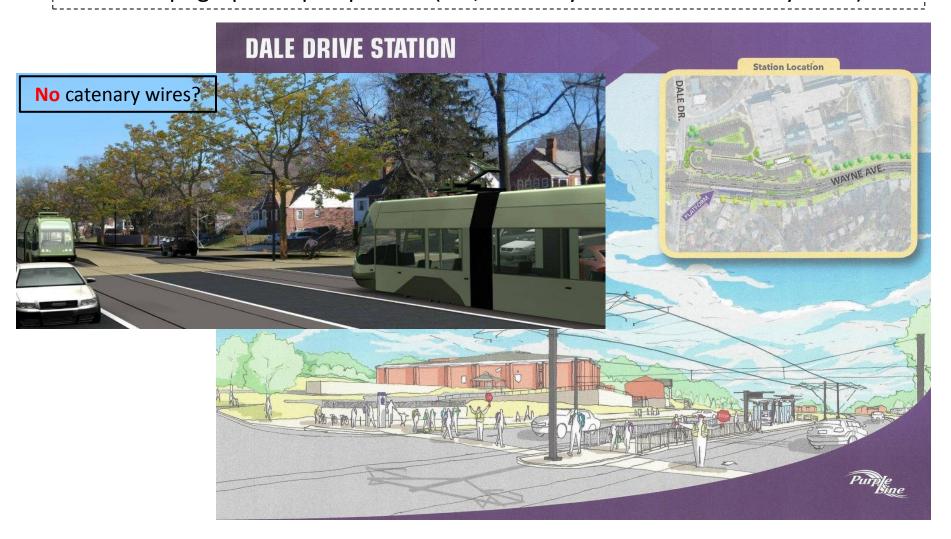
Residential Wayne Avenue

- Established residential community on Wayne Avenue situated between Fenton Street near the top of the hill all the way down to Sligo Creek, where the road bottoms out.
- This stretch of Wayne includes one church, one retirement community, 61 private residences, and two public schools expected to serve 2,000 students by the time the Purple Line is operational.



Steep and Serpentine

Aerial views fail to capture the steepness of Residential Wayne Avenue. Furthermore, MTA renderings of the Dale/Wayne intersection are *misleading* in their topographical perspective (i.e., roadway looks unrealistically **level**)



Looking Uphill from the Dale Drive Station





25 mph Speed Limit: "Honor System" Not Realistic

- All drivers heading eastbound on Wayne Avenue toward Sligo Creek know that it is *impossible to drive the speed limit* unless one engages the brakes the entire length downhill.
- Without enforcement, drivers speed with impunity at all hours of the day, as <u>Mac Steele's video with radar gun data</u> shows.



https://www.youtube.com/watch?v=PXaAu7RYSvE&t=57s



Speeding on Residential Wayne Ave: The Norm, not the Exception

Results from video's sample data of 70 vehicles:

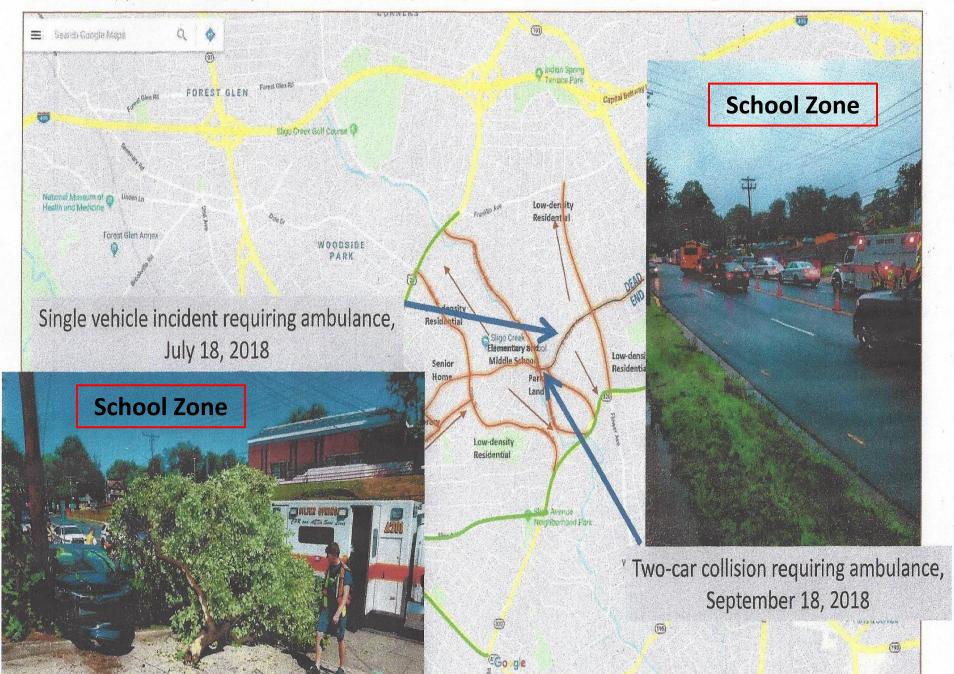
- More than 92% of vehicles over 30 mph
- 44% of all traffic traveling at least 10 mph over speed limit
- Four vehicles over 40 mph in 25 mph zone in a five-minute period – which equates to nearly 50 per hour

Mac Steele's YouTube video also captures –

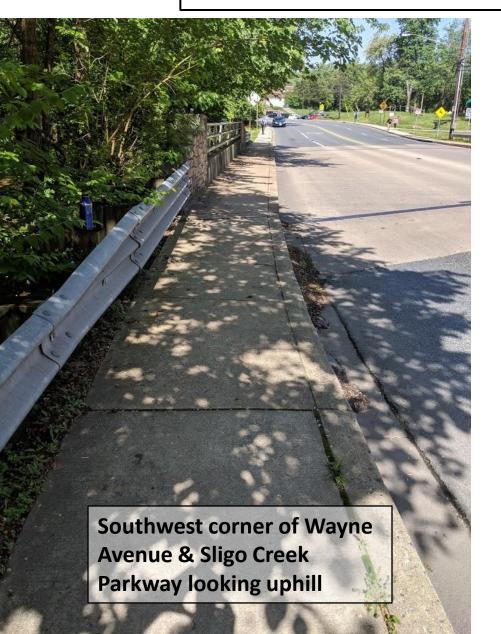
- 16-ton county bus traveling 38 in a 25 mph zone
- Speeding school bus nearly rear-ending a tow truck
- Chronic speeding in both directions not just downhill

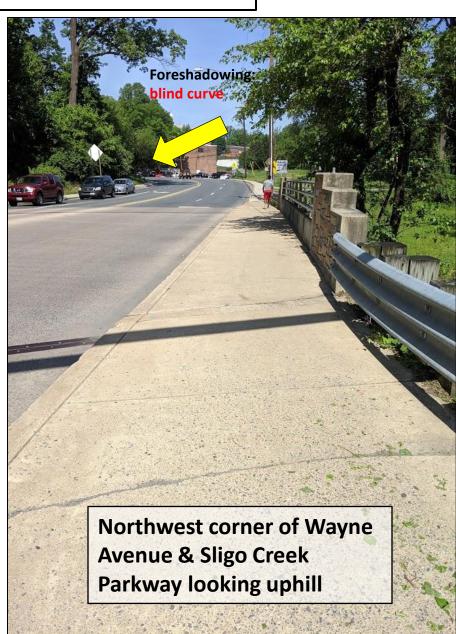
Drivers Unable to Drive Above 25 mph Safely on Residential Wayne Ave – as county crash data shows

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



Sidewalks Adjacent to Roadway: Not Just a "South Side" Problem











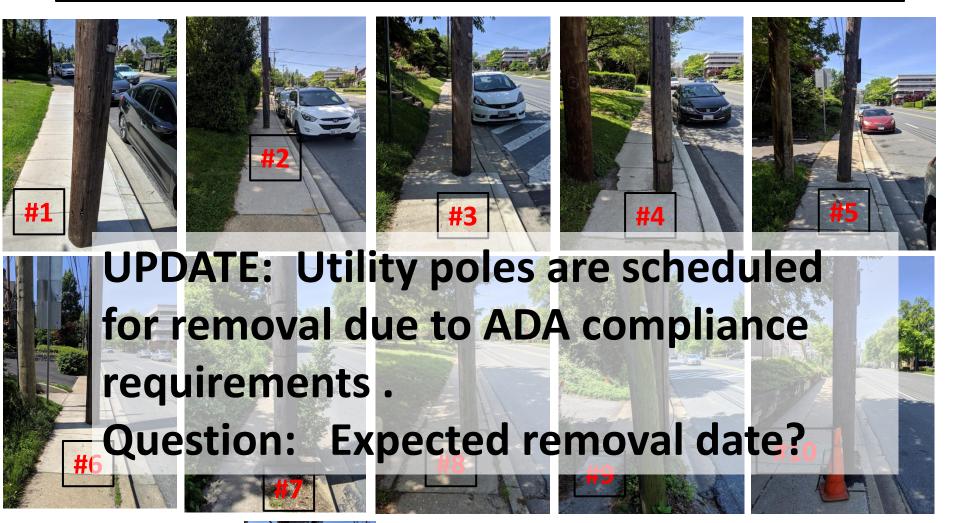
Cars, trucks, and buses that are speeding downhill can appear suddenly from around this bend in the road, where the sidewalk west of Mansfield Rd. is adjacent to roadway



The pedestrian walkway west of Dale Drive leading to blind curve #3 runs directly next to the roadway



...and the Utility Poles in the Middle of the Sidewalk

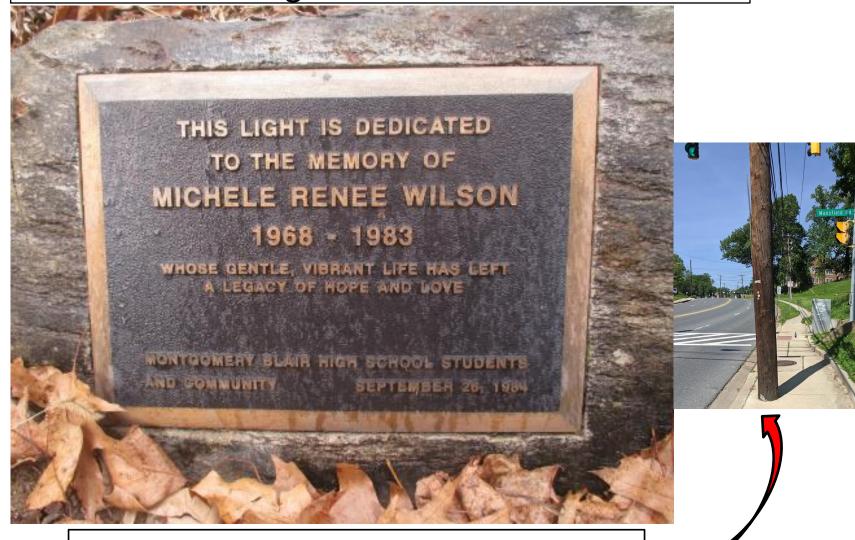




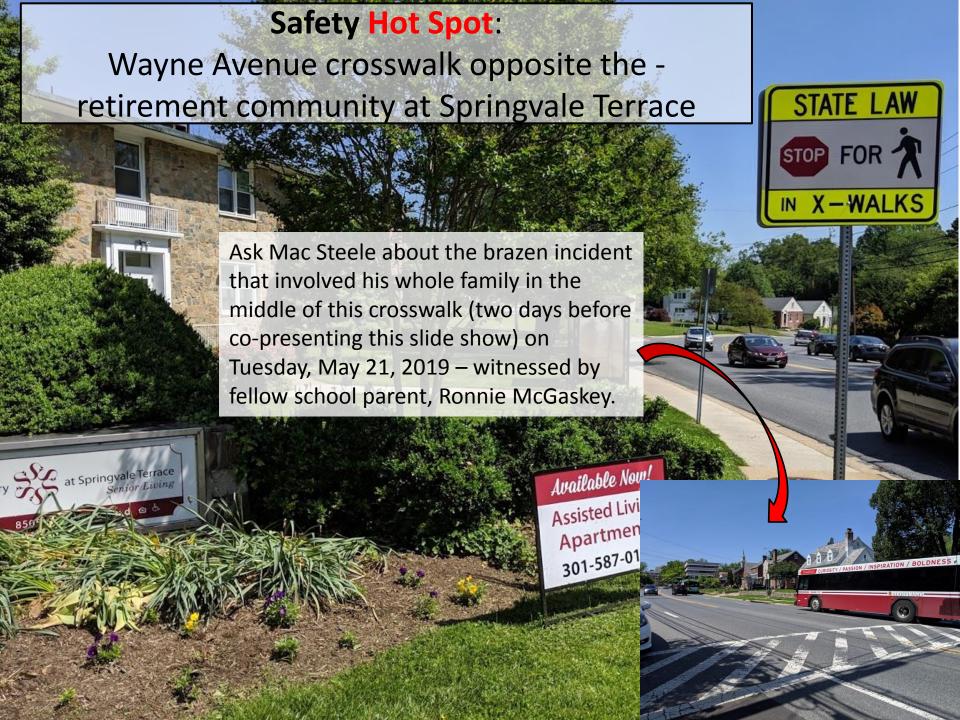
Note: images that show, in sequential order, the 11 or so utility poles on the south side of Wayne Avenue between Springvale Rd. and St. Michael's Church



Michele Renee Wilson is the reason there is a traffic light at Mansfield Road



"Student's Death Spurs Fight for Road Safety" – Washington Post – March 22, 1984



Personal Testimony from a Long-Time Wayne Ave School Zone Resident

"As someone whose property sides to Wayne, I've noticed that the speeds increase greatly in the evening, and on late night weekends, vehicles whoosh by so speedily it sounds like a jet engine. Last weekend, at 2 am or so, the police were pulling over driver after driver. I think they snagged at least 5 or 6, judging from the siren whoops and light flashes. And they weren't there terribly long, maybe an hour, and didn't get all of the speeders. I have noticed these same conditions minus the enforcement for several weeks since it's been warm enough to open windows. The weekend traffic at roughly 1-3 am is noisy enough to wake me up – not usually the case on weeknights.

I haven't been to the [SSIMS middle school] running track in a few months in the evenings, but when I do go there, I always experience speeders going by – probably most in the 40 mph range but usually at least a few going more like 50-60, again, as it gets later, the speeds soar.

While kids may not normally be out walking during evening and late night hours, older teens may be out either walking or driving, and this poses a risk to their safety."

Carol Bengle Gilbert
Park Hills Civic Association officer

The Crossing Guards' Perspective

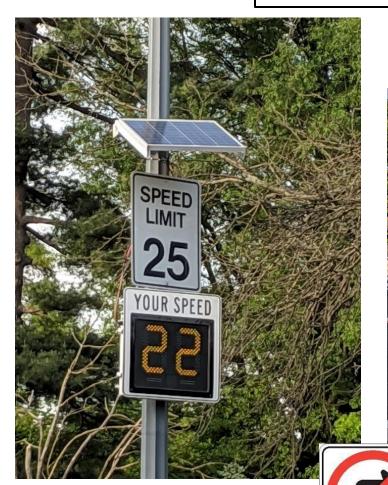


Carol Bengle Gilbert:

"The story of why we have two crossing guards [at Dale Drive] is instructive. The one guard, her name was Bev, was so under siege by drivers almost hitting her that she stood in the middle of the box instead of in the crosswalk to protect herself and the children. This was a violation of crossing guard policy and they were going to fire her for it. Having seen what she went through every day and agreeing with her that she was making the intersection safer, we (parents of school kids) spoke up and saved her job and got the second crossing guard assigned. Her boss said he never received so many calls from the public about anything as he got supporting her and demanding that she not be fired.

My youngest had a close call while in the crosswalk being crossed by the crossing guard when she was about 7 due to a driver who was on his phone and violating right on red. It was a horrifying experience. The guy never looked up. The guard was blaring her whistle and shouted at him, had her hand up in stop position and ran toward his large vehicle, and he just kept coming. When he finally stopped just short of my daughter, he did not look up, stayed on his phone. I walked in front of his windshield screaming at him and waving to try to get his attention, shouting to put down the phone and pay attention to his driving, and he did not look up or register any change in facial expression. Ask around and you could many find others with similar stories."

25 mph is the solution – plus other safety measures



13th St., NW – school zone between Colorado & Arkansas Avenues





@ Wayne & Dale?



ON RED

@ Wayne & Sligo Creek Parkway?

Give pedestrians & bicyclists first preference at AM/PM peak travel time: NOT motorists

VERY intimidating to enter busy intersection during peak travel time after motorists have already been allowed to proceed on left-turn arrow walkers and bicyclists in the crosswalk are "in the way" of hostile motorists determined to enter the roadway with the utmost urgency

Wayne Ave @ Sligo Creek Parkway 9:00 AM on 5/8/19

Southwest corner – trying to cross Wayne

Beautiful Boulevard vs. Cautionary Tale

Residential Wayne Avenue and its environs will experience quality-of-life impacts on multiple fronts:

- Significant loss of mature tree canopy (to be replanted *elsewhere*, not within the community, as we were led to believe) and stormwater impacts on Sligo Creek due to the increased impervious surface area;
- Additional noise (wheel squeal, station announcements, horn blasts), as well as vibration impacts;
- Visual pollution of catenary wires and additional utility poles;
- Parent concerns pertained to locating a train station at a school crossing.

Pedestrian safety must be a top priority – particularly for the historic "Old Blair" campus – to serve as a model for future rail transit projects planned through established residential communities and/or school zones.

Montgomery County is one of the first county governments in the US to initiate a Vision Zero plan.



VALERIE ERVIN COUNCILMEMBER DISTRICT 5

July 30, 2010

Good afternoon,

As you know, there has been a great deal of news on the Purple Line, the proposed 16mile, light-rail transit line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County.

In January 2009, the County Council recommended that the Governor endorse a Locally Preferred Alternative (LPA) that, among other things, requested that a Dale Drive stop not be included in the LPA, but to design the linear its result be seen and the different feet of the linear its result be seen as a linear its result because its

"No intent or desire to change the zoning in the Single-family residential neighborhoods in and around the Wayne Avenue/Dale Drive intersections if a station locations east of the Silver Spring Station; added additional trail access points

future" County Council member Valerie Ervin July 30, 2010

stating

"There is no intent or desire to change the zoning in the single-family residential neighborhoods in and around the Wayne Avenue/Dale Drive intersection, if a station is established at this location in the future."

This statement is critical, because it clearly states the intent of this County Council.

There is no doubt that the six and a half mile stretch of the Purple Line that passes through District 5 touches countless policy and quality of life issues. As you may know, the proposed Purple Line alignment runs through my own neighborhood.

Overall Goal:

Maximize safety while retaining original residential character.