



DEPARTMENT OF TRANSPORTATION

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STUDY SUMMARY – WHITE PAPER

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**MD 185 (Connecticut Avenue) High Injury Network Safety Study
Recommendations Specific to Montgomery County DOT**

BACKGROUND AND PURPOSE

Montgomery County’s Vision Zero Initiative establishes the goal of eliminating serious injury and fatal crashes on Montgomery County roads by the year 2030. As part of achieving this goal, the County identifies roadway segments where serious injury and fatal crashes are concentrated. These roadway segments comprise the County’s High Injury Network (HIN) and roadway safety improvement efforts have been and are being developed for implementation.

The purpose of the subject Study Summary is to present recommended road user safety improvements, for which Montgomery County DOT (MCDOT) is responsible, as derived from the MD 185 (Connecticut Avenue) HIN Safety Study. Recommendations in this summary include actionable items, though some recommended improvements are currently not funded or scheduled for planning, design, or construction. These improvements are anticipated to be pursued as funding becomes available.

The MD 185 HIN Safety Study, to which this Study Summary relates, is diagnostic in nature. While funded and conducted by MCDOT, the study limits include facilities under the jurisdiction of Maryland Department of Transportation State Highway Administration (MDOT SHA).

SUMMARY OF RECOMMENDED IMPROVEMENTS (MCDOT-SPECIFIC)

The tables and figures, below, summarize the recommended improvements from the MD 185 HIN Safety Study report that are the responsibility of MCDOT. Other relevant information, such as location, issue number, safety issue/observations, and timeframe for implementation (once pursuit of a recommendation is initiated) has also been retained from the MD 185 HIN Safety Study report and is shown in the tables below. Recommended improvements are also reflected on aerial maps to better illustrate their location.

The improvements in the figures can be cross-referenced with the table by the “issue number” associated with each recommendation. For additional information regarding these recommendations, please contact us at TrafficOps@montgomerycountymd.gov.

Division of Traffic Engineering and Operations

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For information regarding potential actions along non-MCDOT roadways, you may contact Maryland Department of Transportation State Highway Administration (MDOT SHA) at sha_ccms@mdot.maryland.gov or https://marylandsha.secure.force.com/customercare/request_for_service.

Table 1: MCDOT-Specific Recommendations

Issue No.	Safety Issue/Observations	Recommendation	Timeframe
Location 2: MD 185 (Connecticut Avenue) at MD 97 (Georgia Avenue) - Signalized Intersection			
2.07	Pedestrian clearance times are shorter than required for 3.5 ft/sec walking speed based on crossing lengths.	Revise pedestrian clearance times for crossing the south MD 185, west MD 97, and east MD 97 intersection legs to meet appropriate flashing don't walk time for 3.5 ft/sec walking speed.	0 – 6 months
2.12	There are cracks in the sidewalk in the NE corner of the intersection that create a tripping hazard for pedestrians.	Repair the sidewalk in the NE corner of the intersection.	6 – 12 months
2.14	The pedestrian push button in the SW corner of the intersection for the south leg crosswalk (crossing Connecticut Avenue) is mounted higher than the ADA max height of 42".	Lower the pedestrian push button in the SW corner of the intersection (for the south leg crosswalk crossing Connecticut Avenue) so that it is mounted according to ADA standards.	0 – 6 months

Figure 1: MCDOT – Specific Recommendations: MD 185 (Connecticut Avenue) at MD 97 (Georgia Avenue)

