



- PARKING
- EQUESTRIAN PARKING
- BIKE PARK
- HEARTSMART TRAIL
- USE CAUTION - NO SIDE WALK

0 1 2 3 4
0
MAP SCALE: 1:105,600

MONTGOMERY PARKS

Safe Streets & Roads for All (SS4A)



EXPLORE OUR TRAILS
 Montgomery Parks manages more than 100,000 acres of parkland, featuring more than 100 parks and 250 miles of interconnected trails.
 Montgomery Parks is a department of the Maryland-National Capital Park and Planning Commission (M-NCPPC), a bi-county agency established in 1927 to steward public land. M-NCPPC has been nationally recognized for its high-quality parks and recreation services and is regarded as a national model by other parks systems.

Our trails offer amazing outdoor adventures and opportunities to explore nature. Our system is made up of hard surface and natural surface trails and we encourage visitors to practice trail safety at all times. To find a trail near you, use the Montgomery Parks

VIRGINIA

SS4A Overview

- The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.
- The SS4A program funds two types of grants:
 - Planning and Demonstration Grants for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan.
 - Implementation Grants to implement strategies or projects identified in an existing Action Plan.

Eligible Applicants

- The following groups of **applicants** are **eligible** for the SS4A grant program:
- A political subdivision of a State or territory, defined in the [fiscal year \(FY\) 2024 Notice of Funding Opportunity \(NOFO\)](#) as a unit of government created under the authority of State law. This includes cities, towns, counties, special districts, certain transit agencies, and similar units of local government created under State law.
- A federally recognized Tribal government.
- Metropolitan planning organizations (MPOs).
- A [multijurisdictional group of entities](#) from the ones described above (select one lead applicant from group).

Grant Types

- Planning and Demonstration Grant
 - Develop a new Action Plan
 - Conduct supplemental planning and/or demonstration activities
- Implementation Grant
 - Implementing roadway safety strategies and projects identified in an eligible, complete Action Plan.
 - Projects and strategies must be infrastructural, behavioral, and/or operational activities identified in an Action Plan and must be directly related to addressing the safety problem(s) identified in the Action Plan.
- Self-Certification Eligibility Worksheet:
<https://www.transportation.gov/sites/dot.gov/files/2024-02/SS4A-FY24-Self-Certification-Worksheet.pdf>

Eligible Implementation Activities

- Planning and Demonstration Grant
- Implementation Grant
- Low-Cost Safety Treatments
- Network Risk Reduction
- Complete Streets
- Pedestrian Safety Enhancements
- Bike Network Development
- Speed Management
- Safe Routes to School and Transit
- Safety Technologies and Strategies
- Education Initiatives
- Roadway Departure Reduction
- Intersection Improvements
- Safety Strategies Identified in Other Plans

Eligible Supplemental Planning Activities

- Action plan updates
- Action plan consolidation
- Complementary safety plan development
- Road safety audits
- Equity analysis, including analysis focused on equitable enforcement
- Follow-up data collection and safety analysis
- Progress reporting
- Stakeholder engagement and collaboration
- Roadway safety planning

Eligible Demonstration Activities

- Feasibility studies
- MUTCD engineering studies
- Behavioral or operational activity pilot programs
- New technology pilot programs

US Department of Transportation

Safe Streets and Roads for All Grant Program

September 15, 2022



THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission

UEI #Q387BWVAHZ2



VISION ZERO
ZERO TRAFFIC DEATHS IN MoCo

OUR PLAN TO ELIMINATE FATALITIES AND SERIOUS INJURIES ON OUR ROADS BY 2030
2030 Action Plan • FY 24-25 Work Plan • July 1, 2023

The Sligo Creek Trail runs approximately 23 miles through diverse communities in Montgomery and Prince George's Counties and has an asphalt surface that is minimum 8' wide.

Community Profile

In Montgomery County, the trail passes through communities such as Takoma Park, Wheaton, and Silver Spring, most of which are historically disadvantaged and home to very large Latino and other immigrant populations. In **Prince George's County the demographic profile is similar with minority-majority communities** in Hyattsville, Chillum, and Langley Park along the Sligo Creek Trail. Auto ownership is low, especially among the foreign-born populations residing in the corridor and using the park and trail.

Safety Challenges

Sligo Creek Trail runs parallel to and crosses several sections of the High Injury Network including Georgia Avenue, University Blvd, and Piney Branch Rd. Four to six lanes of traffic must be crossed in most places; some locations are signalized others are not. In lower speed areas where the trail crosses the road, vertical and horizontal curves of the road tend to reduce sight distance for motorists, bicycles, and pedestrians. **Six pedestrian fatalities** and 144 bicycle and pedestrian serious injuries occurred between January 2015 and August 2022 within one-third mile of the project area.

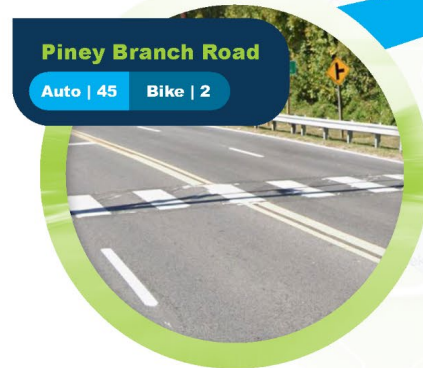
Potential Improvements

Working together, SHA and MNCPPC staff have identified a variety of safety countermeasures along Sligo Creek Trail including provision of additional **protected crossing locations** by installing new traffic signals and beacons and median refuge islands, with priority installations in high crash risk areas with infrequent crossing opportunities.

In addition, at least **two neighborhood connectors** are anticipated. These are off-street trail projects or road diets where low volumes of motorized traffic and low speeds are designed and designated to give walking and bicycling priority. They use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient crossings of busy streets. Design elements can include traffic diverters at key intersections, traffic circles or mini-roundabouts, traffic calming, shared lane markings, crossing improvements, and wayfinding signage to guide bicyclists along the route and to key destinations including MNCPPC parks and playgrounds.



| Sligo Creek Trail | | |
|------------------------|-------------------|--------------------|
| Community Demographics | | |
| African-American | Latino | White |
| 32% | 43% | 21% |
| Per Capita Income | People in Poverty | Disabled (age <65) |
| \$31,250 | 14.0% | 4.1% |



The Matthew Henson Trail runs approximately 4.2 between the Rock Creek stream valley and the Northwest Branch stream valley and provides a viable walking and bicycling route from neighborhoods to two elementary schools and several local parks, churches and shopping centers without using arterial roads.

Community Profile

The Matthew Henson Trail passes through communities such as Aspen Hill, Glenmont, and Wheaton which are identified as historically disadvantaged communities. **All three neighborhoods are majority-minority and have poverty rates 50% greater than the countywide rate.** The communities are relatively stable with 86% of residents having lived in the same place for the last five years and a 63% homeownership rate.

Safety Challenges

The Matthew Henson Trail **crosses three roads on the High Injury Network:** Viers Mill Road, Connecticut Avenue, and Georgia Avenue. Between January 2015 and August 2022, there were 525 serious and fatal injury crashes, including 22 bicycles and pedestrians within ¼ mile of the trail crossings. Speeding and distracted driving were the most significant cause and contributing factors to crashes in the area. There are also several locations where **adjacent communities cannot directly access the Matthew Henson Trail**, neighborhood parks, and schools without crossing minor collectors. Several serious injuries have occurred in these areas as well.

Potential Improvements

Like along the Sligo Creek Trail, SHA and MNCPPC **have identified improvements at the major roadway crossings** that will improve safe and equitable access to parks, trails, and schools in the area. Protected crossing locations by installing new traffic signals and beacons and median refuge islands, with priority installations in high crash risk areas with infrequent crossing opportunities. Short trail connections (typically less than one-third mile) are proposed for three neighborhoods to the trail; in the Harmony Hills community, safety improvements are planned to the neighborhood park. Improvements are also planned to improve safe access to Carroll Knolls and Evans Park.



The Wheaton community has been the focus of **intensive reinvestment and redevelopment projects** over the past five years, spurred by a \$180 million government office building, below ground parking garage, and a town square as part of the revitalization strategy. This mixed-use development will endeavor to improve mobility, increase Wheaton Metro Station use, diminish negative environmental impacts, reduce traffic congestion, improve safety, and increase the diversity of employment opportunities and services in the Wheaton area.

Wheaton stakeholders are now engaged in **“Complete Community” study** to focus on “15-minute living” that is attainable for more of its residents. That is, people who live, work, and commute in all parts of the Wheaton central business district could safely walk, wheel, or bike to everything they need in their day-to-day lives. One of the key themes emerging from the Complete Community study is the need to improve pedestrian and bicycle connectivity between the Central Business District’s core surrounding residential communities and the Wheaton Regional Park.

Concurrent with the Complete Community study has been development of the **Wheaton Regional Park Master Plan**. The draft plan recommends new sidewalks, bikeways or pathways, crosswalks and intersection improvements, wayfinding signs, and bike racks. The plan also recommends improvements to park entrances for which people primarily arrive by walking or biking.

Safety Challenge

Wheaton Regional Park was primarily built during the county’s history when most residents traveled by private automobiles. In fact, the park’s current design and configuration reflects this legacy with **access points on high-speed, high-volume roadways**. More than 44 fatalities and serious injuries have occurred on the roads surrounding the park since 2015. Even within the park, there have been serious injuries on low-speed public roadways that lack sidewalks and shoulders.

Potential Improvements

A combination of state, county, and park-owned roadways will require improvements to achieve the desired bicycle and pedestrian safety benefits, including.

- Provide a separated bicycle and pedestrian connection to the park from Randolph Road and along Kemp Mill Rd
- Construct hard surface trail from Shorefield Drive to Brookside Garden neighborhood.
- Include connector trails from Georgian Woods Place to the Shorefield section of the park
- Improve pedestrian access and safety on Glennallen Ave.

Legend

Crash Data (.35 Mile)

- Bicyclist Fatality
- Pedestrian Fatality
- Bicyclist Injury
- Pedestrian Injury

Vision Zero High Injury Network

- High Injury Network

Safety Projects

- Safety Projects
- Safety Projects
- KSI

Montgomery County Trails

- Montgomery County Trails

Trails Buffer (.35 Mile)

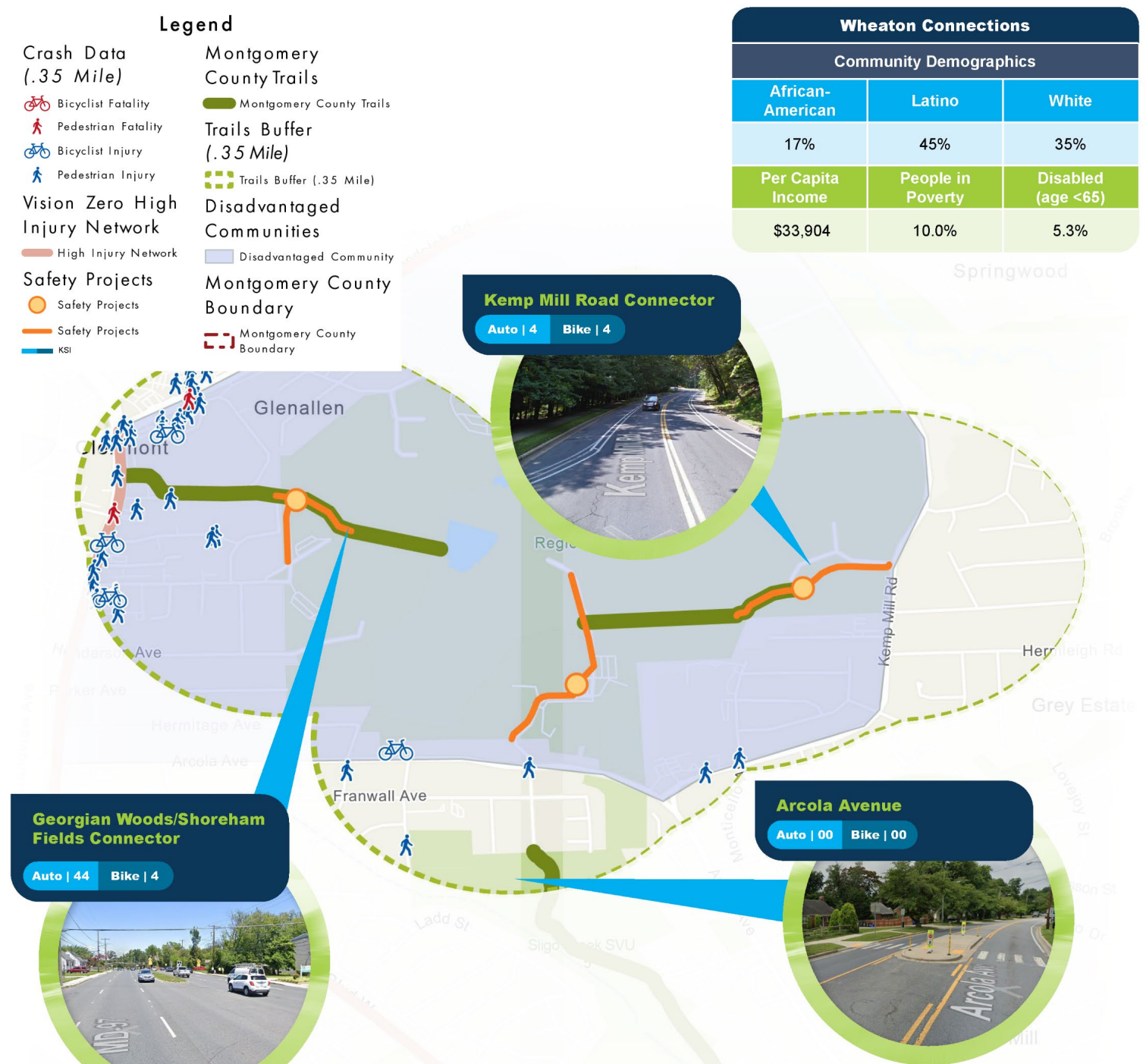
- Trails Buffer (.35 Mile)

Disadvantaged Communities

- Disadvantaged Community

Montgomery County Boundary

- Montgomery County Boundary



| Wheaton Connections | | |
|------------------------|-------------------|--------------------|
| Community Demographics | | |
| African-American | Latino | White |
| 17% | 45% | 35% |
| Per Capita Income | People in Poverty | Disabled (age <65) |
| \$33,904 | 10.0% | 5.3% |

**Safe &
Equitable
Access to
Parks**

\$7,500,000 – Grant

\$2,595,000 - Match

\$10,095,000 - Total

A green decorative shape consisting of two overlapping triangles on the left side of the slide. The larger triangle is a dark green, and the smaller one is a lighter shade of green, both pointing towards the top-left corner.

Project List



**EVANS PARKWAY
NEIGHBORHOOD PARK**

PROPOSED CROSSWALK AND
STOP LINE PAVEMENT
MARKINGS (TYP.)

EVANS PARKWAY

PROPOSED MEDIAN
CLOSURE WITH ADA CUT
THRU

PROPOSED PEDESTRIAN
HYBRID BEACON

**MD 97 (GEORGIA
AVENUE)**



**MD 97 (GEORGIA
AVENUE)**

LEGEND

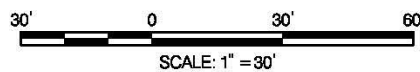
| SYMBOL | DESCRIPTION |
|--------|---------------------------------|
| | CURB EXTENSION OR RAISED MEDIAN |
| | CONCRETE SIDEWALK |
| | SIDEWALK /PAVEMENT REMOVAL |
| | TRAFFIC SIGNAL POLE & MAST ARM |

**CARROLL
KNOLLS
LOCAL
PARK**

EVANS DRIVE

PROPOSED CURB
EXTENSIONS WITH ADA
RAMPS (TYP.)

SWM RETROFIT



**SAFE STREETS FOR ALL
CONCEPT PLANS**
SLIGO CREEK TRAIL / FOREST GLEN AREA
GEORGIA AVE AT EVANS PKWY
(SITE SFG-1)

DWG. #
1
SHT. # 1 of 1
PLAN SHEET



SLIGO CREEK TRAIL

REMOVAL OF EXISTING OPEN BACK INLET (MD 374.68)

DENNIS AVENUE

PROPOSED CURB EXTENSIONS WITH SWM RETROFIT (TYP.)

PROPOSED RAISED CROSSWALK

PROPOSED CROSSWALK AND STOP LINE PAVEMENT MARKINGS





PROPOSED SHARED USE PATH AND REMOVAL OF EXISTING SHARED USE PATH (TYP.)

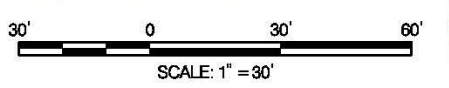
SLIGO-DENNIS AVENUE LOCAL PARK

SLIGO CREEK TRAIL

TIE TO EXISTING SHARED USE PATH

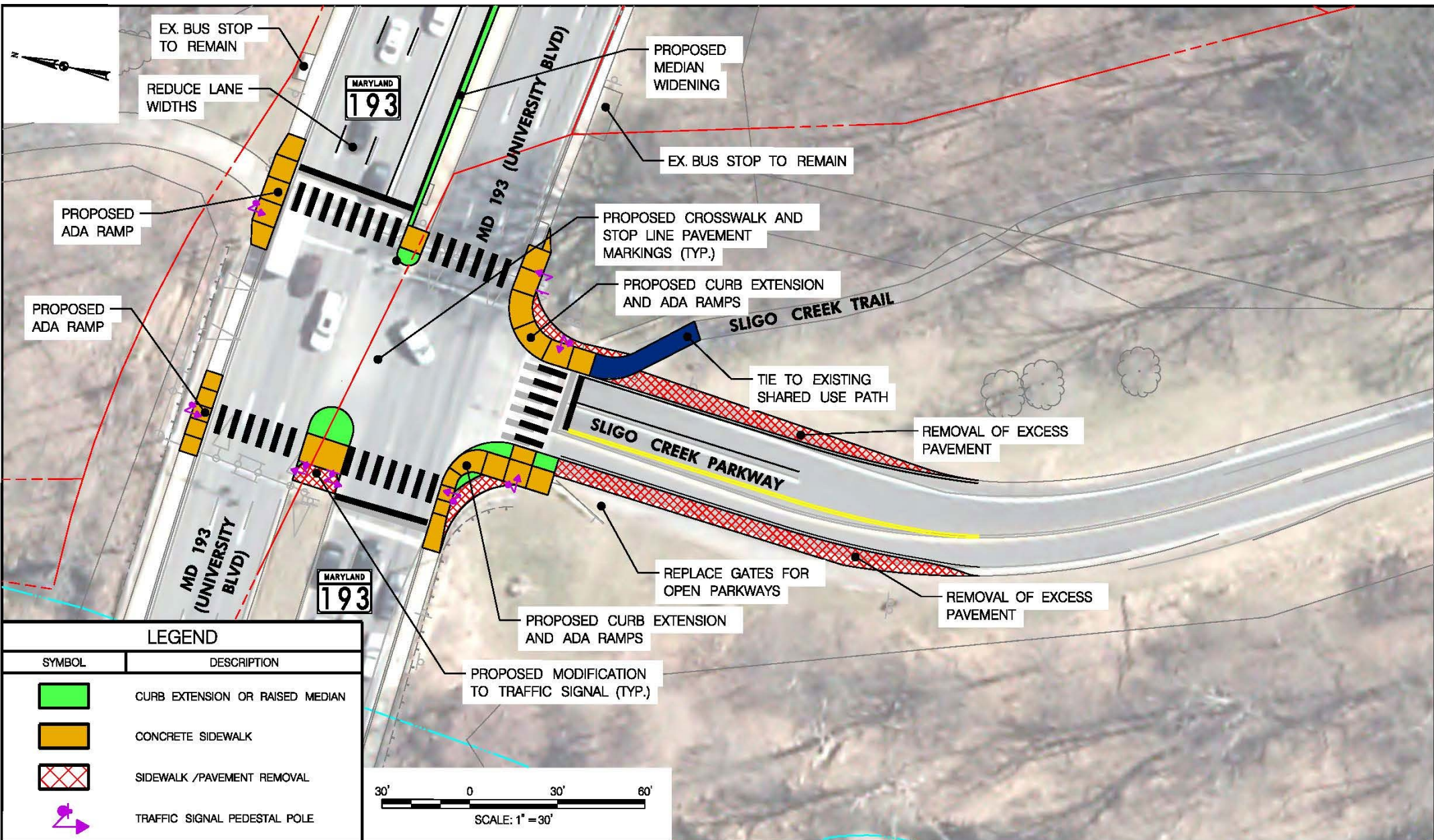
LEGEND





| SYMBOL | DESCRIPTION |
|---|------------------------------------|
|  | SHARED USE PATH /TRAIL |
|  | CURB EXTENSION OR RAISED CROSSWALK |
|  | CONCRETE SIDEWALK |
|  | SIDEWALK /PAVEMENT REMOVAL |

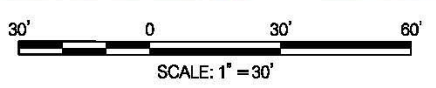


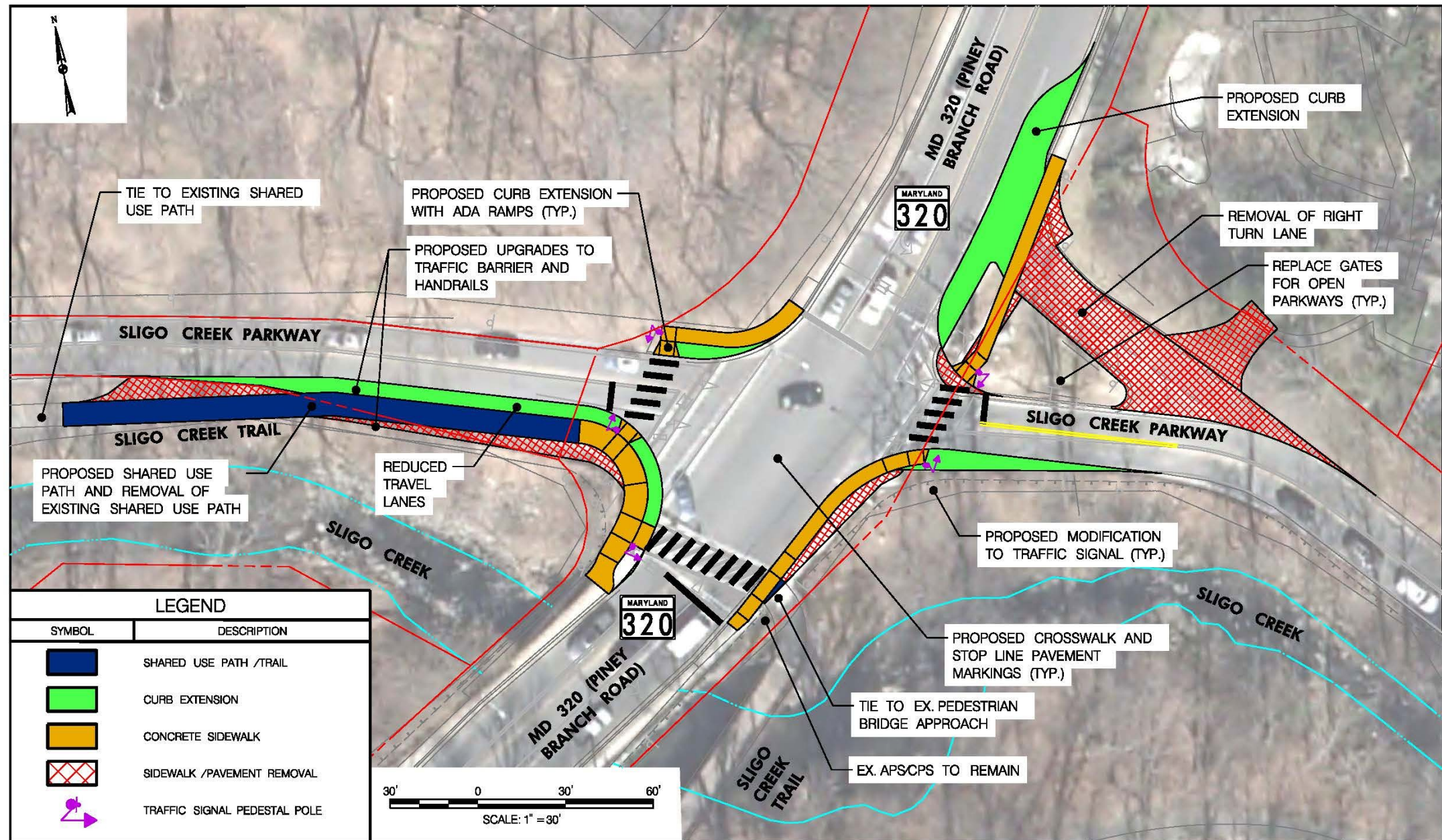
SAFE STREETS FOR ALL
CONCEPT PLANS
SLIGO CREEK TRAIL / FOREST GLEN AREA
SLIGO CREEK TRAIL AT DENNIS AVE
(SITE SFG-3)

DWG. #
1
SHT. # 1 of 1
PLAN SHEET



| LEGEND | |
|---|---------------------------------|
| SYMBOL | DESCRIPTION |
|  | CURB EXTENSION OR RAISED MEDIAN |
|  | CONCRETE SIDEWALK |
|  | SIDEWALK /PAVEMENT REMOVAL |
|  | TRAFFIC SIGNAL PEDESTAL POLE |





TIE TO EXISTING SHARED USE PATH

PROPOSED CURB EXTENSION WITH ADA RAMP (TYP.)

PROPOSED UPGRADES TO TRAFFIC BARRIER AND HANDRAILS

PROPOSED CURB EXTENSION

REMOVAL OF RIGHT TURN LANE

REPLACE GATES FOR OPEN PARKWAYS (TYP.)

SLIGO CREEK PARKWAY

SLIGO CREEK TRAIL

PROPOSED SHARED USE PATH AND REMOVAL OF EXISTING SHARED USE PATH

REDUCED TRAVEL LANES

SLIGO CREEK

PROPOSED MODIFICATION TO TRAFFIC SIGNAL (TYP.)






PROPOSED CROSSWALK AND STOP LINE PAVEMENT MARKINGS (TYP.)

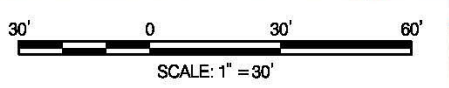
SLIGO CREEK

TIE TO EX. PEDESTRIAN BRIDGE APPROACH

EX. APSCPS TO REMAIN

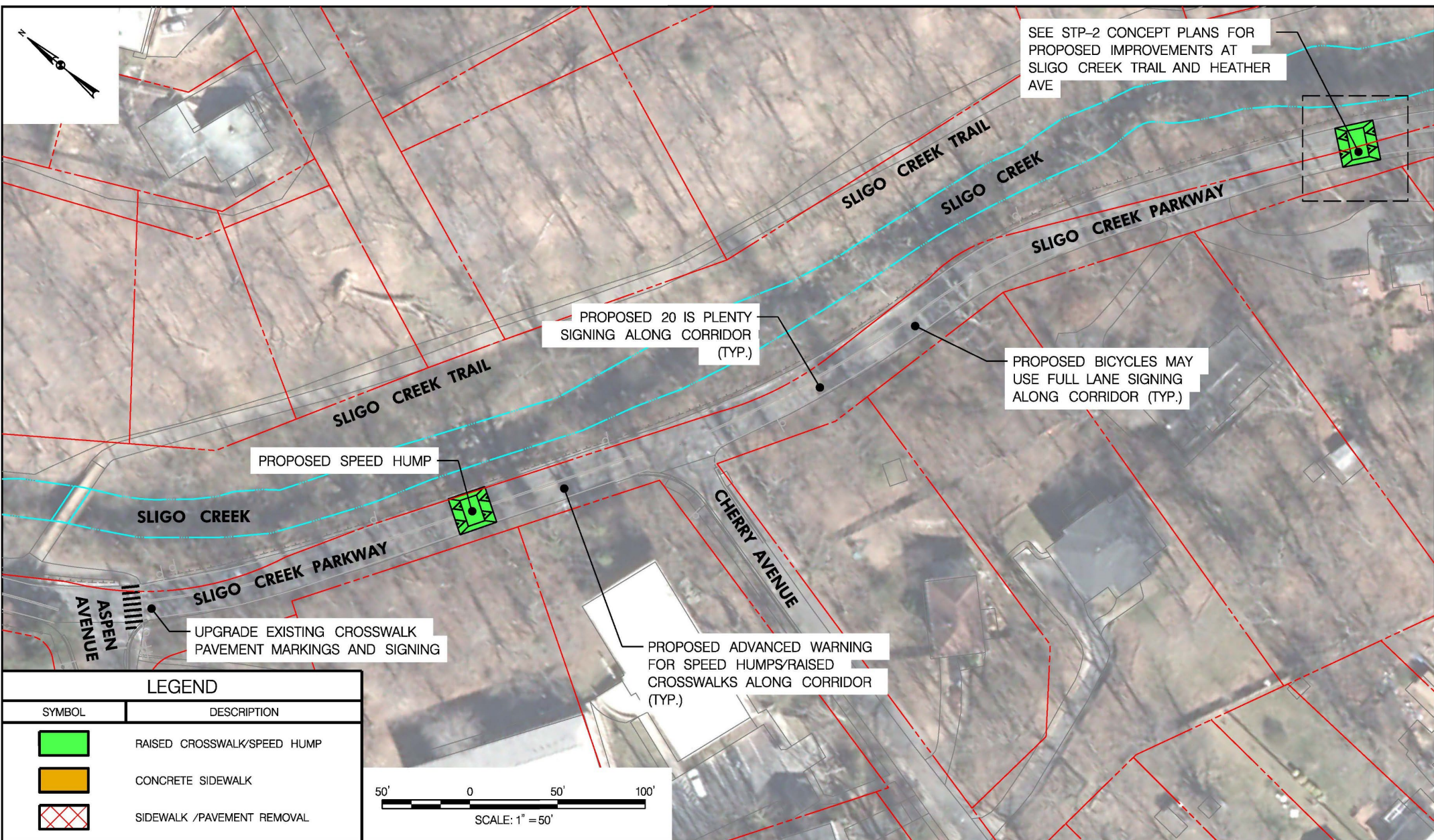
LEGEND

| SYMBOL | DESCRIPTION |
|---|------------------------------|
|  | SHARED USE PATH /TRAIL |
|  | CURB EXTENSION |
|  | CONCRETE SIDEWALK |
|  | SIDEWALK /PAVEMENT REMOVAL |
|  | TRAFFIC SIGNAL PEDESTAL POLE |



**SAFE STREETS FOR ALL
CONCEPT PLANS**
SLIGO CREEK TRAIL / TAKOMA PARK AREA
SLIGO CREEK TRAIL AT MD 320 (PINEY BRANCH RD)
(SITE STP-1)

DWG. #
1
SHT. # 1 of 1
PLAN SHEET



SEE STP-2 CONCEPT PLANS FOR PROPOSED IMPROVEMENTS AT SLIGO CREEK TRAIL AND HEATHER AVE

PROPOSED 20 IS PLENTY SIGNING ALONG CORRIDOR (TYP.)




PROPOSED BICYCLES MAY USE FULL LANE SIGNING ALONG CORRIDOR (TYP.)

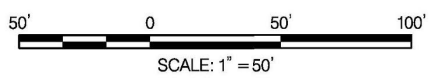
PROPOSED SPEED HUMP

UPGRADE EXISTING CROSSWALK PAVEMENT MARKINGS AND SIGNING

PROPOSED ADVANCED WARNING FOR SPEED HUMPS/RAISED CROSSWALKS ALONG CORRIDOR (TYP.)

LEGEND

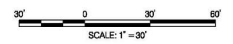
| SYMBOL | DESCRIPTION |
|---|-----------------------------|
|  | RAISED CROSSWALK/SPEED HUMP |
|  | CONCRETE SIDEWALK |
|  | SIDEWALK /PAVEMENT REMOVAL |



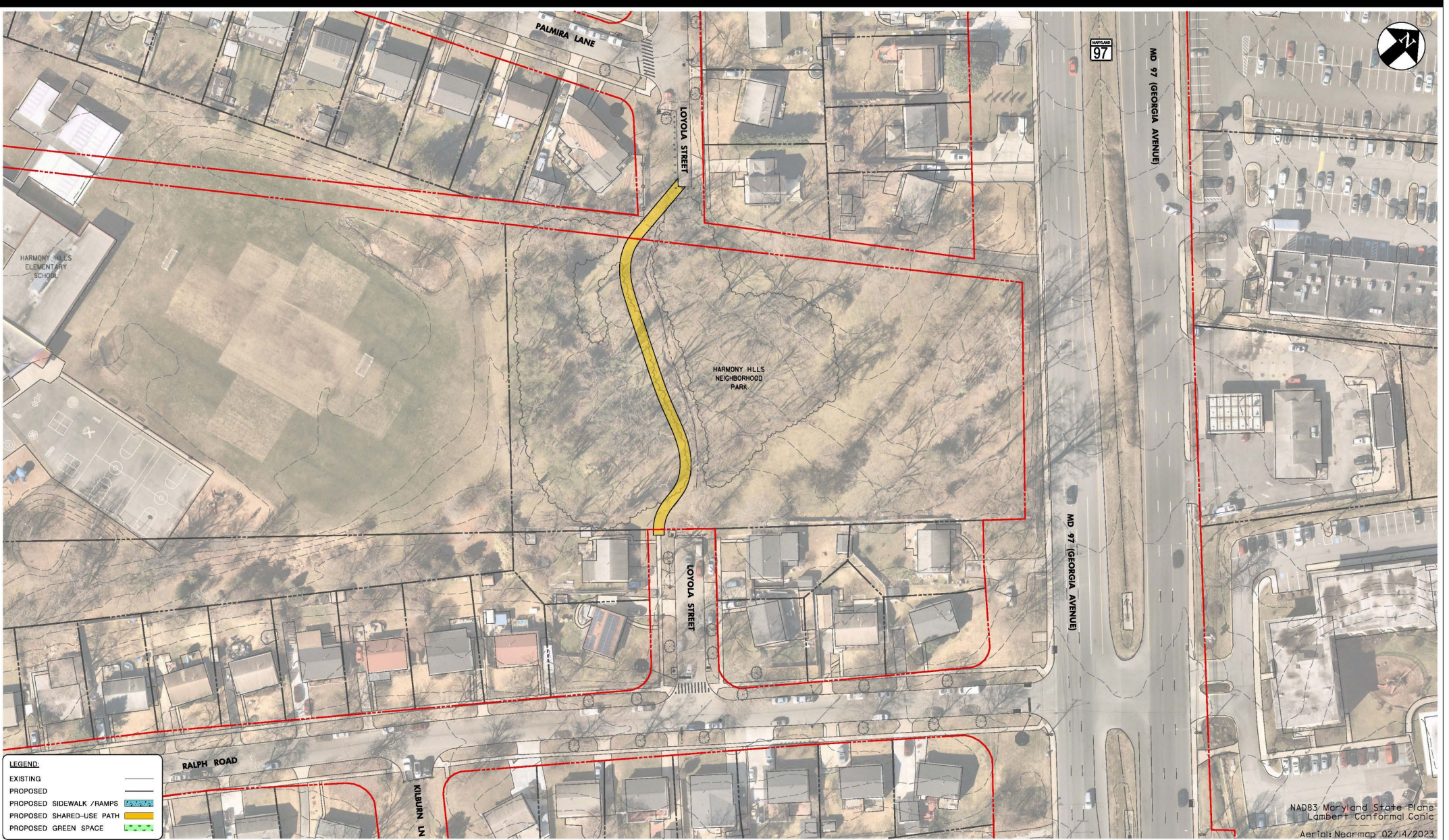
OPEN FOR 2430 - PLOTTED: 2/6/2024
CLIENT: MDC/PC Contract 390482-000 Category F CH and Water Resources_FirmA\Task 11 Matthew Henson Trail_Concepts\Map\OutPlan_MHT_3.dgn



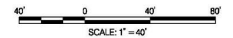
Matthew Henson Trail: Holdridge Road Connector



OPEN FOR 2023 - PLOTTED: 2/8/2024
CLIENT: MDCPS Contract 390482-000 Category F Civil and Water Resources - Prime Task 11 Matthew Henson Trail Concept Plan (Ralph)_MHT_6.dgn



Matthew Henson Trail: Harmony Hills Neighborhood Park



SS4A Open House



Contact Info

- Kyle.Lukacs@montgomeryparks.org
- <https://montgomeryparks.org/projects/directory/safe-streets-roads-for-all-ss4a-grant/>