



COMPLETE STREETS



safety for all users

Quick Build Case Study

Complete Streets Quick Build projects allow the State to test innovative safety improvements and address vulnerable road user safety needs. The projects are short term and easily implementable. Some treatments will be removed after 6-9 months, and some will be permanent.

Overview

This project tested Quick build, low-cost street safety improvements in a school zone to reduce speeding and improve pedestrian safety. Added portable Lidar sensors, to measured how drivers and pedestrians behaved before and after changes were installed to understand what works best.

Project Snapshot

Timeframe

Sep - Oct 2025 (school year)
Follow-up: Dec 2025

Multistage study with before, signage-only, and post installation conditions. Results were monitored over time to assess lasting impacts.

Location

Takoma Park, Montgomery County, MD
MD 195 (Carroll Avenue - School Zone & community crossing area)

Description

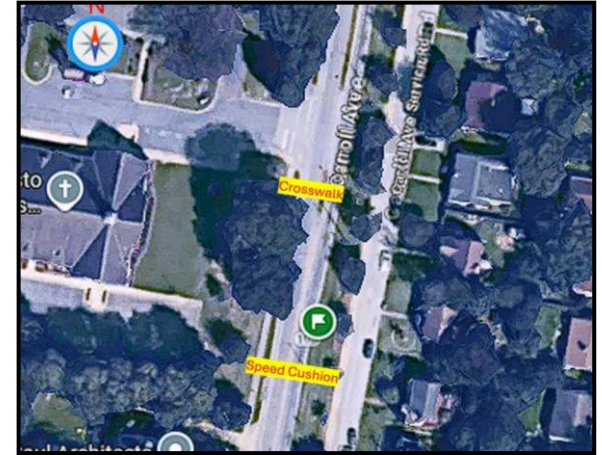
This project tested Sep-Oct 2025 with a two-month follow-up in Dec 2025, low-cost safety improvements to reduce speeding and improve pedestrian safety in a school zone. Three stages were evaluated: before installation, signs only, and speed cushions using real world data.

Stakeholders

- MDOT SHA (project lead)
- Morgan State University (National Transportation Center)
- City of Takoma Park
- Local community
- School zone users

Cost

\$43,000
Modular and temporary installation



Existing Conditions

Roadway Context

- Posted speed limit: 30 mph (school zone)
- Marked crosswalk present
- High pedestrian activity (school zone)
- Urban collector roadway
- SHA context zone: Suburban activity center

Before the Pilot

Driver Behavior

- Drivers were traveling around 25–28 mph, close to the speed limit but too fast for a school zone with heavy pedestrian activity.

Pedestrian Behavior

- People crossed in many different locations, not just the crosswalk
- Drivers were not consistently yielding
- Higher potential safety risk

During the Pilot

Weather

- weather condition remained normal and did not significantly affect traffic behavior during study.

Sign-Only Phase

- Adding warning signs alone had little to no effect
- Speeds and behavior remained unchanged

After Installing Speed Cushions

- Traffic slowed significantly
- Drivers became more cautious
- Pedestrian behavior improved

Outcomes



Vehicle speeds

- dropped by about 10 mph after installing speed cushions (from ~26–27 mph → ~16–20 mph)



Improved Pedestrian Behavior

- More people used the designated crosswalk
- Crossing became more organized and predictable



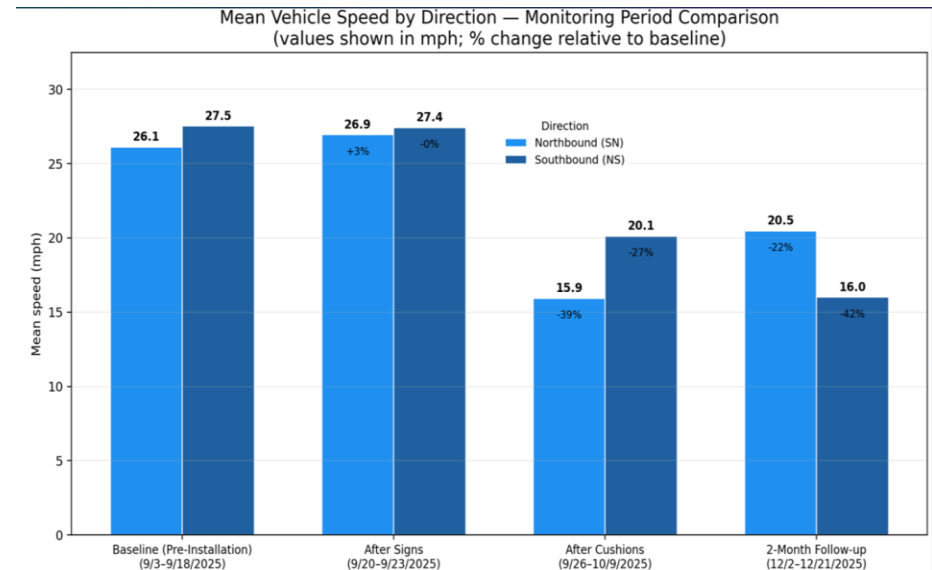
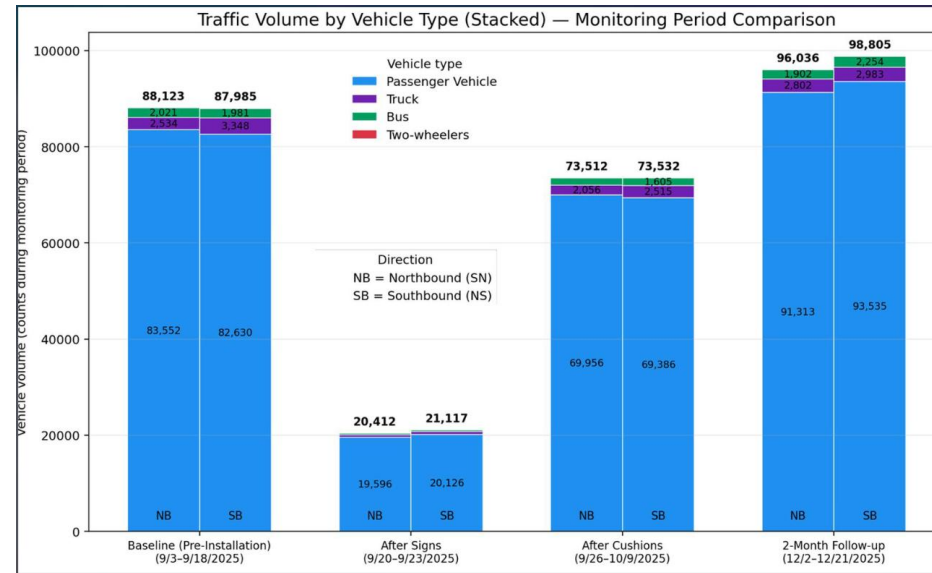
Sustained Impact

- Lower speeds remained even 2 months after installation
- Speed cushions showed sustained performance and may be considered for permanent installation.
- Accessibility considerations should be further evaluated for all users



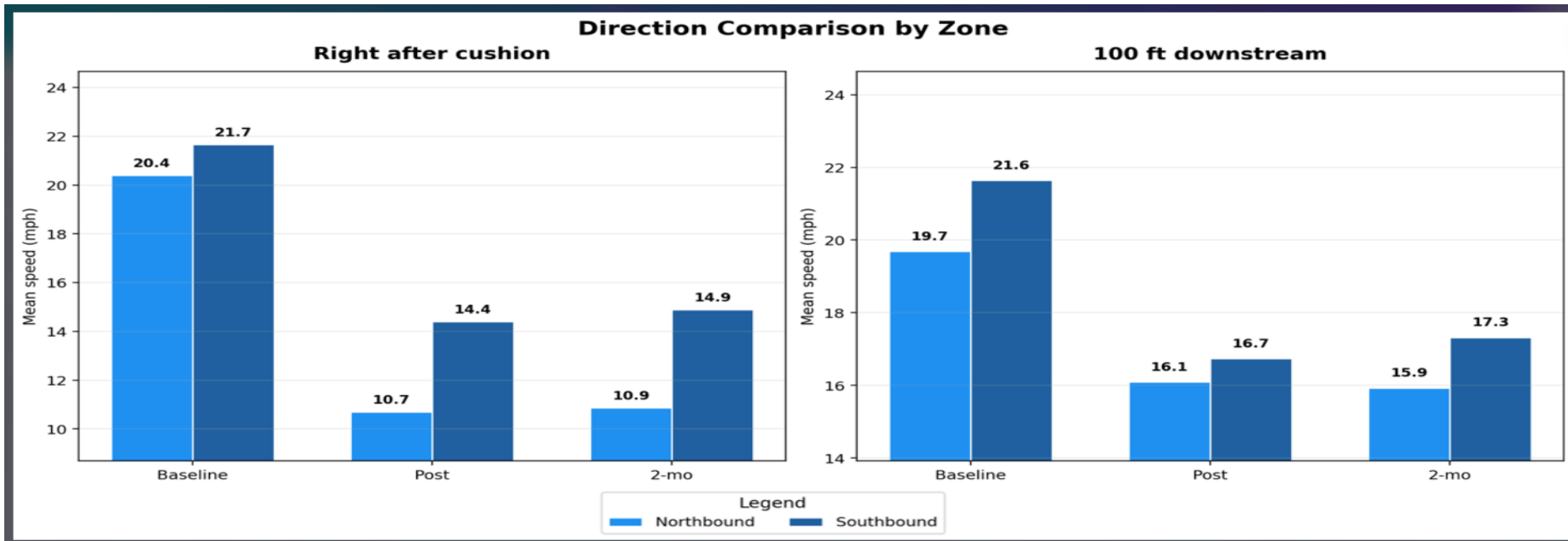
Safer Interactions

- No increase in risky conflicts
- More space and time between vehicles and pedestrians





Traffic continued to flow normally with no noticeable delays.



Why It Matters

This project shows that physical street changes (i.e. speed cushions) are more effective than signs alone. Slower speeds make it safer and easier for people especially near schools to cross the street.



Next Steps

The State Highway Administration will use crash data and performance results from this project to prioritize high-risk locations and implement similar speed management treatments at comparable sites statewide.

www.mdot.Maryland.gov/completestreets