

If you are concerned about the safety of the River Road/Braeburn Parkway intersection, which serves as a back entrance to the Whitman parking lot, please join others in the school community and the broader community near the intersection at a public meeting to discuss options for improving the intersection under consideration by the Maryland State Highway Administration (SHA). Our discussion at this meeting will be a primary source of community feedback to SHA to help advance the process of settling on the most productive approach, and starting the engineering and construction work that will be required.

Time: Tuesday, June 7th at 7:00 pm (please mark your calendar)

Place: Walt Whitman High School cafeteria.

Purpose: To discuss the four concepts that SHA's regional engineer shared with a school and community delegation last month at a meeting arranged by Council member Roger Berliner, and other ideas that you might have related to improving the safety of the River/Braeburn Pkwy. intersection in the wake of the tragic February 27th accident.

SHA Concept Diagrams: You may examine the four concepts that SHA tabled at the links below:

1. Extend the River Rd. median to "close" the intersection -



<https://drive.google.com/file/d/0B3ssLhDvmtXPTEdDSHVtX3I5bGs/view?usp=sharing>
Extending the median would close the intersection to both cross traffic (between the Bannockburn and Whitman side) and all left turns, while permitting right turns in and out of the

Whitman side from westbound River, and in and out of the Bannockburn side from eastbound River.

2. Install a T-shaped island (a "Maryland T") median strip -



<https://drive.google.com/file/d/0B3ssLhDvmtXPRDkyR29PMTV3SXM/view?usp=sharing>
Construct a barrier blocking traffic from crossing from the Bannockburn to Whitman side (or vice-versa) while permitting all current turns from River to Braeburn Pkwy on the Whitman side, and from Braeburn Pkwy on the Whitman side to River Road. Future partial signalization, if warranted, is possible with this configuration. Westbound River Road traffic would not be able to turn into the Bannockburn neighborhood using Braeburn Pkwy; neither would traffic exiting Bannockburn be able to head westbound on River.

3. Install an S-shaped island median strip -

The S-shaped island would block traffic directly across the intersection from the Bannockburn side to the Whitman side (or vice-versa), while permitting left turns from eastbound River to the Whitman side, or westbound River to the Bannockburn side, plus the usual right turns. While future partial signalization is possible with an S-shaped island median if warranted, it is rare to signalize such an intersection. Traffic leaving Bannockburn via Braeburn Pkwy would only be able to head eastbound on River. This approach would permit future partial signalization of the intersection.



<<https://drive.google.com/file/d/0B3ssLhDvmtXPNWxzenp6ekt6cmc/view?usp=sharing>>

4. Create a positive offset left turn lane -

<<https://drive.google.com/file/d/0B3ssLhDvmtXPNmEtbVdUR2VVQjA/view?usp=sharing>>
Achieve improved sight lines for vehicles waiting to make a left turn from from River Road through additional striping as illustrated in the linked diagram.

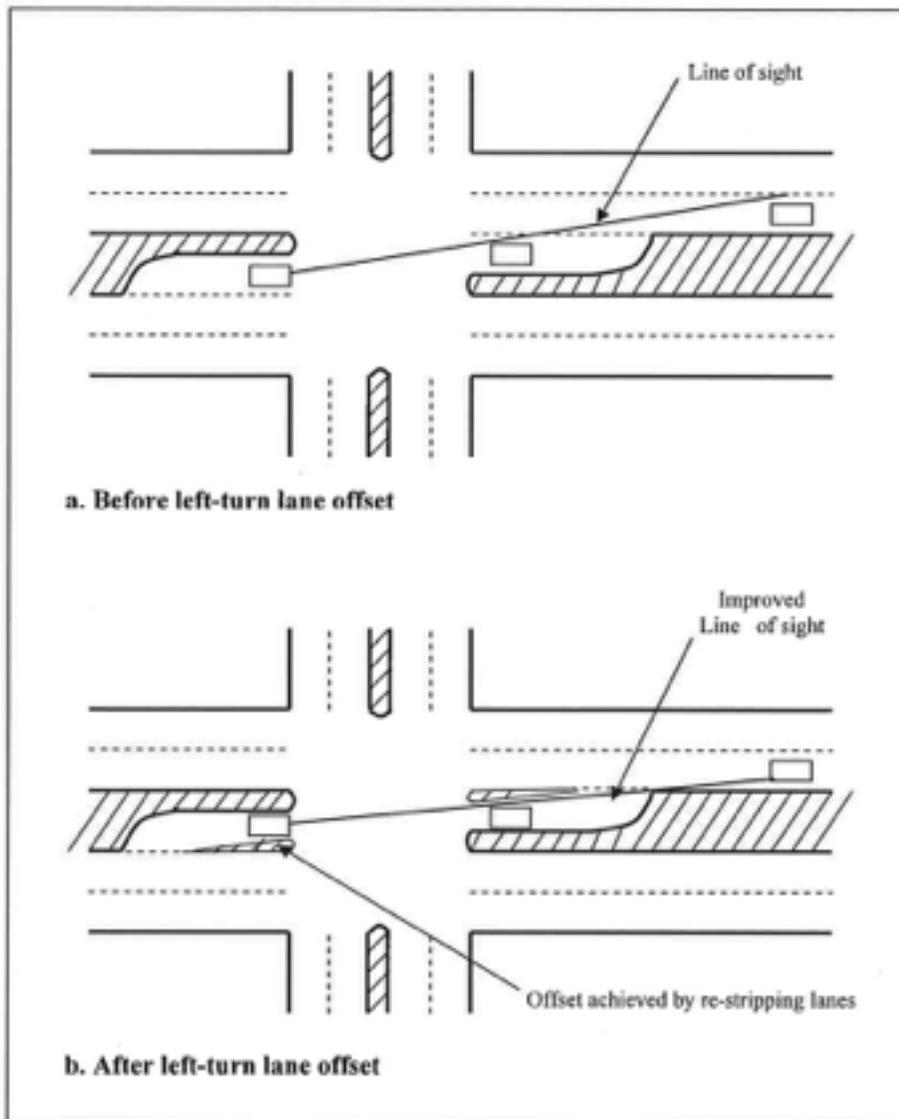


FIGURE 1 Effect of offsetting opposing left-turning vehicles on sight distance.