

Safer Streets in Prince George's County



0.7 miles from Edward M. Felegy Elementary School
Hamilton Street & Ager Road, Hyattsville, MD

Prince George’s County leads the state & region in traffic fatalities

Prince George’s County accounts for about **17%** of the region’s population, but:

- **34% of all traffic deaths**; and,
- **37% of pedestrian and cyclists deaths** in the D.C. metropolitan region.

Traffic Fatalities in 2023

2023	Alexandria City	Arlington Co.	Fairfax City	Fairfax Co.	Falls Church City	Loudoun Co.	Manassas City	Manassas Park City	Prince William Co.	Charles Co.	Frederick Co.	Montgomery Co.	Prince George's Co.	DC	TOTAL
FATALITIES															
Pedestrian	0	1	0	10	0	3	3	0	7	7	4	15	39	19	108
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	1	3	3	7
All traffic	1	7	0	42	0	16	6	0	29	21	33	45	129	52	381
CRASHES															
Pedestrian	47	109	12	237	12	58	10	0	91	n/a	n/a	n/a	n/a	892	-
Bicyclist	8	52	5	78	5	26	4	2	21	n/a	n/a	n/a	n/a	479	-
All traffic	1,092	2,075	537	12,538	125	4,772	478	95	6,265	n/a	n/a	n/a	n/a	20,134	-

Source: Metropolitan Washington Council of Governments; <https://www.beststreetsmart.net/docs/2024/Street%20Smart%20Fact%20Sheet%20Spring%202024.pdf>. Preliminary data compiled from DC Vision Zero, Maryland Department of Transportation, and Virginia Department of Motor Vehicles in April 2024, subject to change.

We all pay for the costs of dangerous streets in many, not always obvious, ways.



Prince George's County Public Schools
Comprehensive Transportation Audit &
Opportunity Analysis

January 2024

PGCPS spends **\$40 million/year** to provide hazard busing to students who live within the walk boundaries of their schools.

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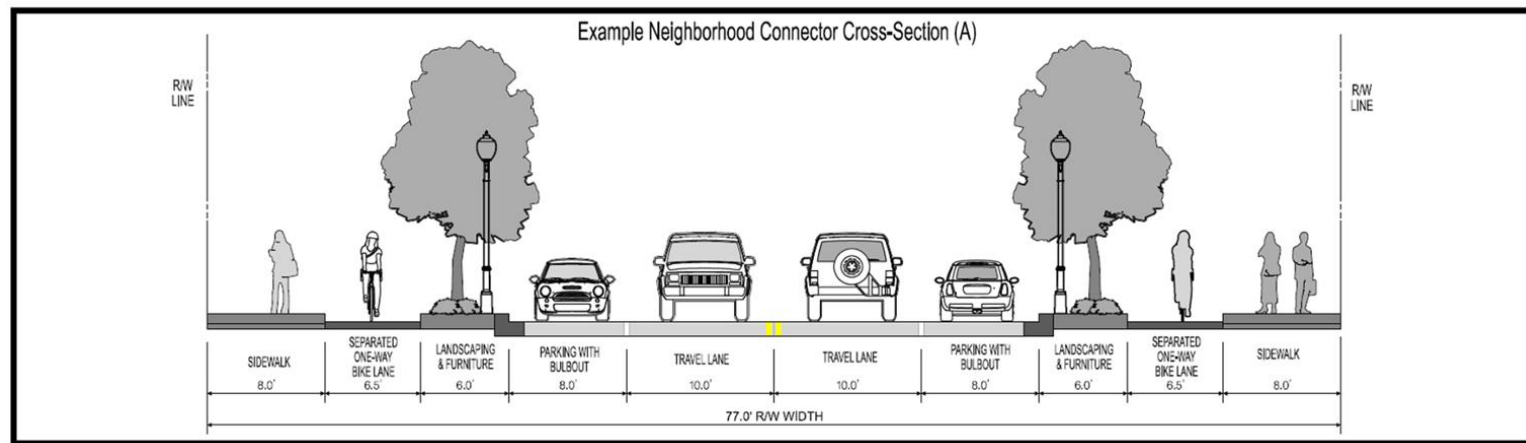
Key Elements for Safer

Key elements: **Streets**

- ❑ Slower speeds
- ❑ Shorter crossing distances
- ❑ Reduced curb radii
- ❑ Wider sidewalks
- ❑ Separated & protected bicycle facilities
- ❑ Pedestrian amenities

Engineering standards:

- ❑ 25 MPH design speed
- ❑ 2 - 4 travel lane maximum
- ❑ 10' travel lane widths (11' for bus routes)
- ❑ 15' maximum turning radius
- ❑ Buffered walk & bike facilities



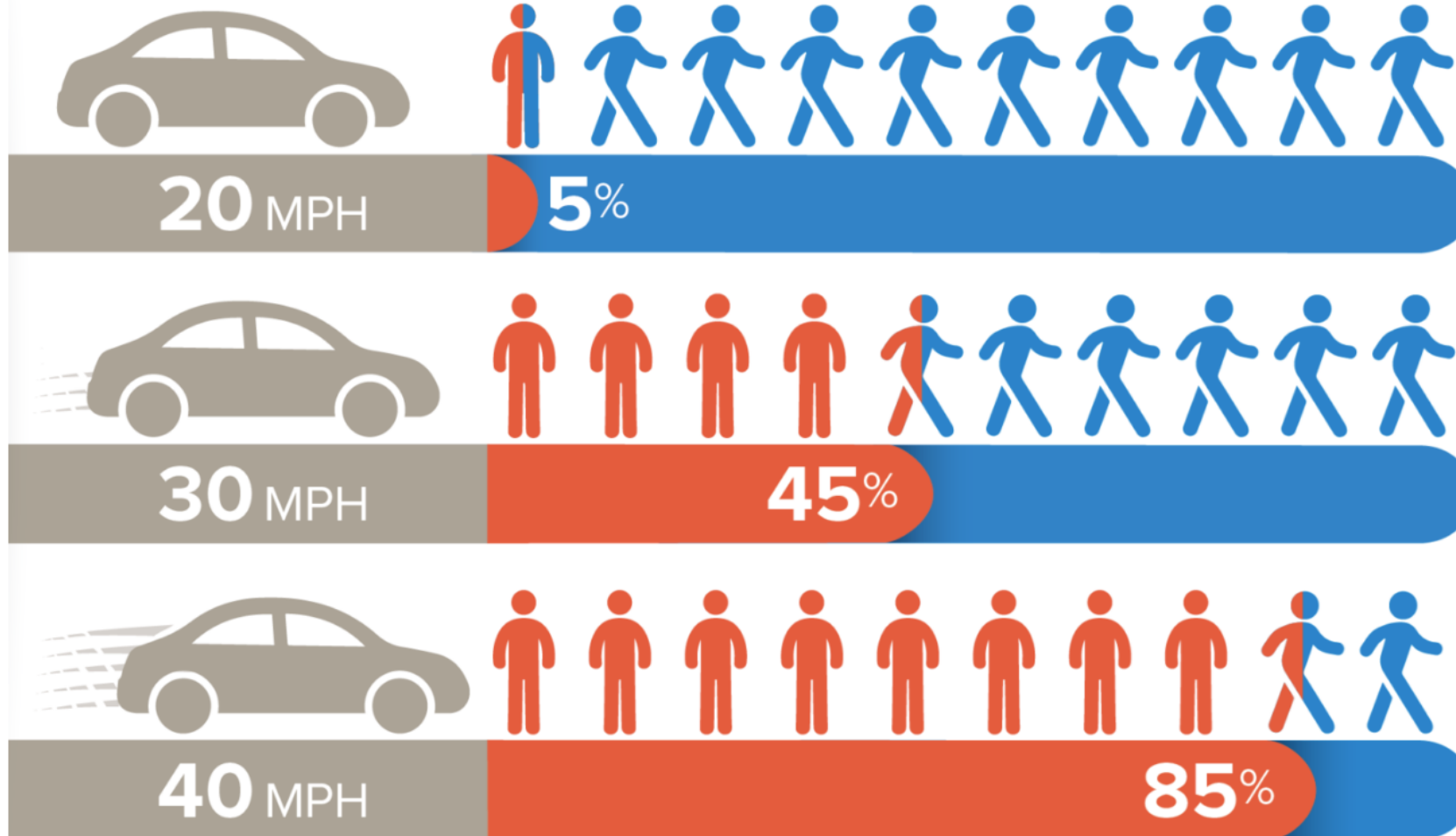
Key Element for Safer Streets:

**Slower Speeds
(20-25 mph design speed)**

Speed Kills.

If hit by a car traveling:

● Fatality ● Person survives collision

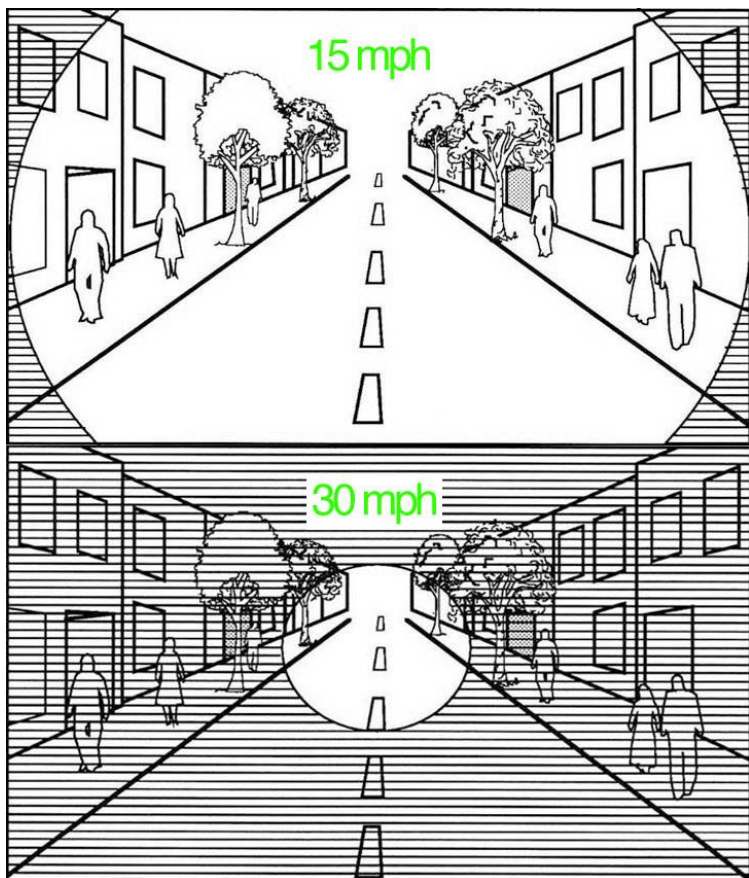


Source: <https://smartgrowthamerica.org/what-are-complete-streets/>

How Speed Kills

As a driver's speed increases, their *peripheral vision narrows*.

On many county streets, that means drivers are not going to “see” pedestrians, even when drivers are looking at the street.



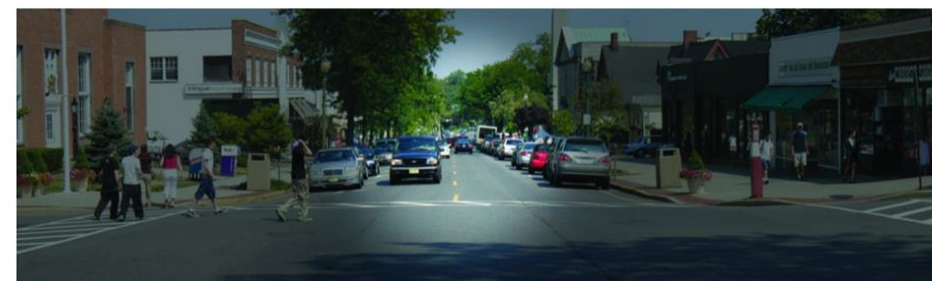
30-35 MPH

Driver's peripheral vision
Stopping distance
Crash risk



40+ MPH

Driver's peripheral vision
Stopping distance
Crash risk



As a driver's speed increases, his peripheral vision narrows severely.²

Source: <https://streets.mn/2015/04/02/the-critical-ten/>

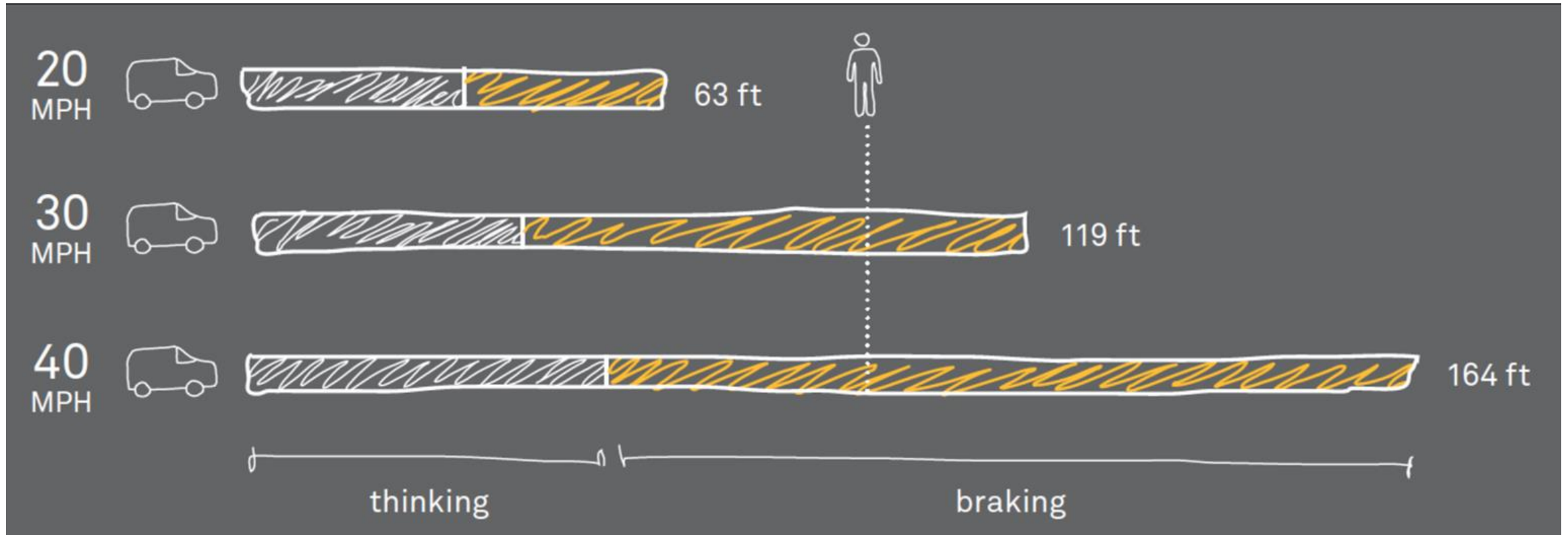
Source: Nat'l Assoc. of City Transportation Officials (NACTO);
<https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>

How Speed Kills

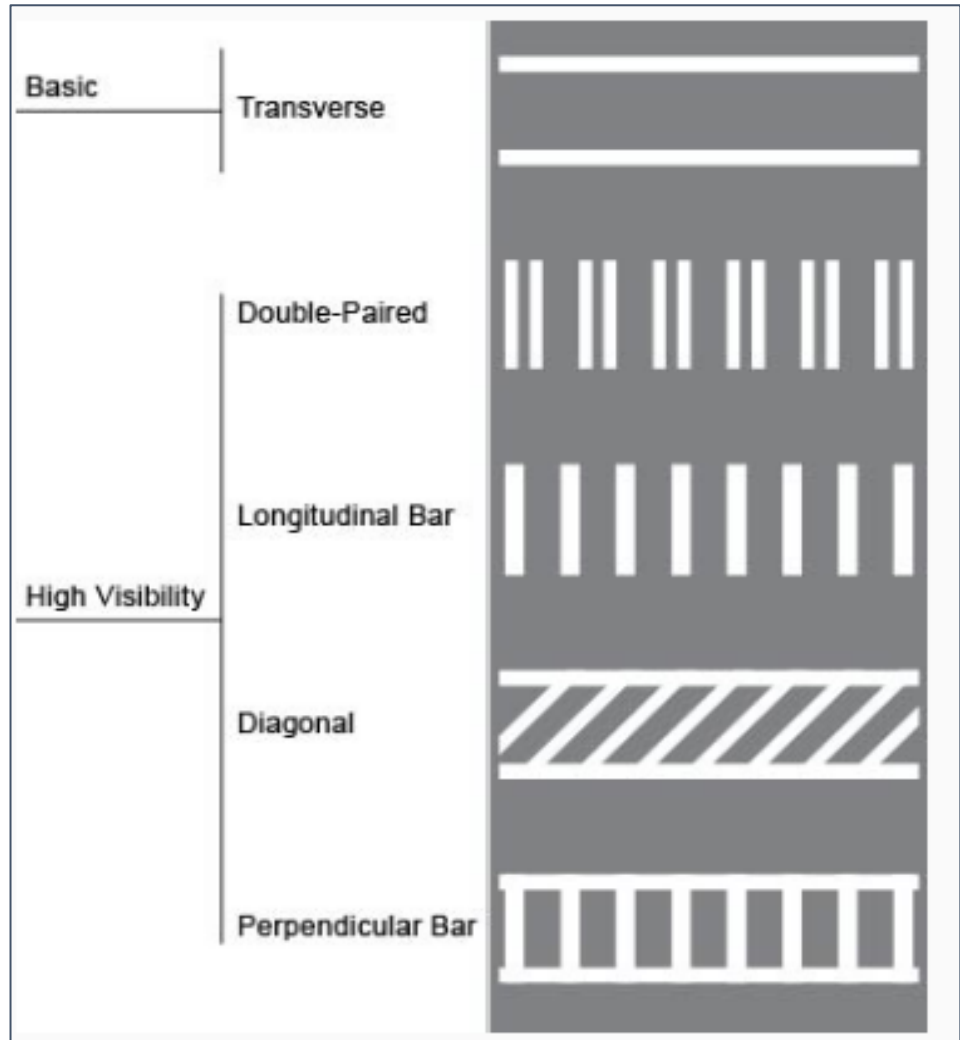
As speed increases, ***stopping distance increases.***

The county's roads with 30+ mph design speeds mean:

- ❑ Drivers will travel greater distances before being able to stop.
- ❑ The risk of a crash increases.



Higher design speeds undermine other safety measures taken by the state & county



- ❑ High-visibility crosswalks, which compared to basic crosswalks, result in more drivers yielding.
- ❑ However, research suggests that ***driver speed is a greater determinant of yielding behavior.***
- ❑ Higher design speed means fewer drivers will stop for people trying to cross the street.

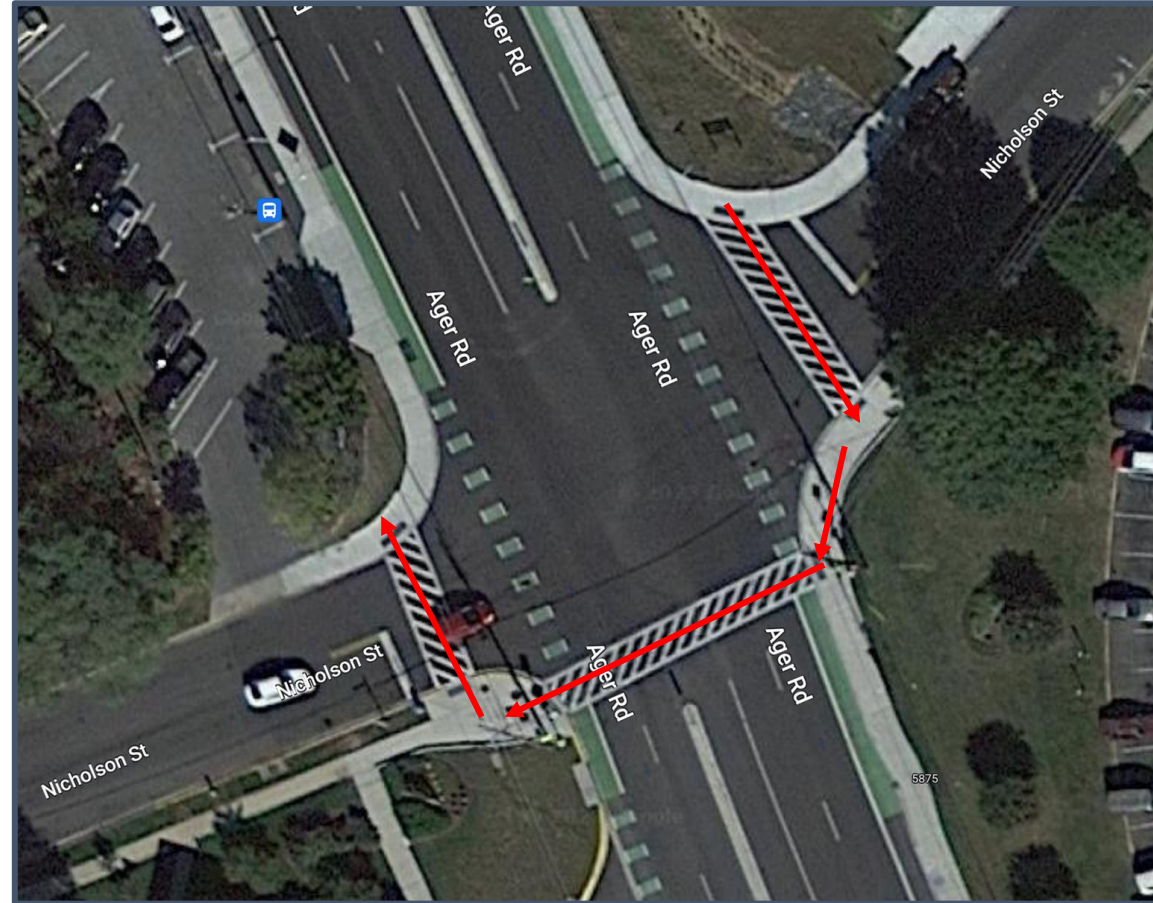
Driver Speed	Probability Driver Yielded to Person at High-Visibility Crosswalk
20 mph	90%
30 mph	25%
40 mph	Approaching 0%

Key Element for Safer Streets:

Shorter Crossing Distances

Shorter Crossing Distances

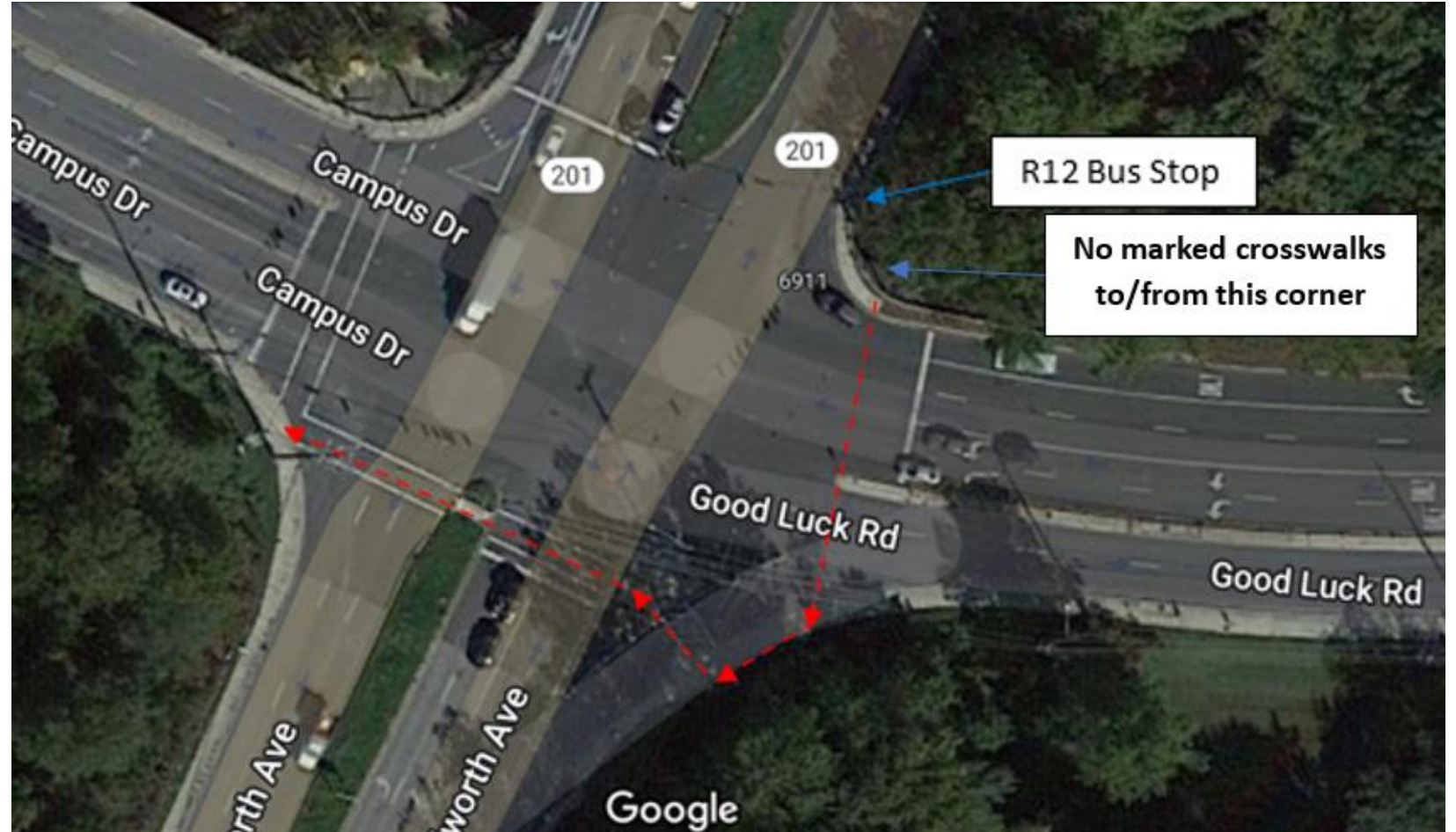
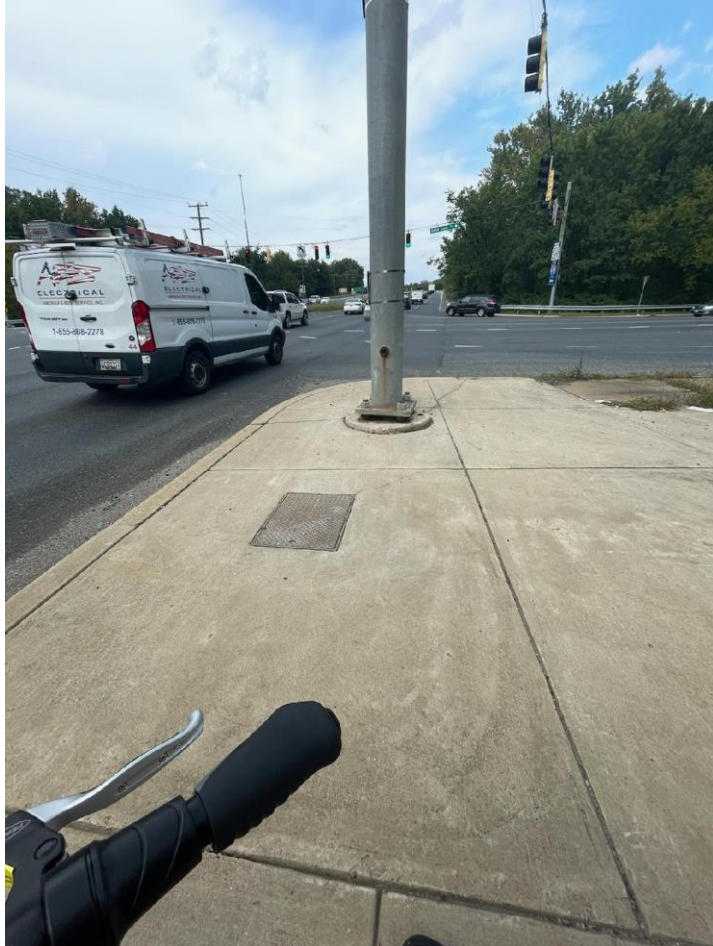
Problem: Crosswalks not marked on all sides



$\frac{1}{4}$ mile from Rosa L. Parks Elementary School
Ager Road & Nicholson Street, Hyattsville, MD

Shorter Crossing Distances

Problem: No marked crosswalk available to reach one's destination.



0.6 miles from Parkdale High School
Kenilworth Avenue & Good Luck Road/Campus Drive, Riverdale, MD

Shorter Crossing Distances

Problem: No or inadequate crossing islands, a place to stand safely, mid-crossing



0.5 miles from Rosa L. Parks Elementary School
Ager Road & 29th Street, Hyattsville, MD

0.5 miles from Templeton Elementary & 1.2 miles from Roger Heights Elementary
Kenilworth Avenue & Kennedy Street, Riverdale Park, MD



Shorter Crossing Distances

Problem: Some streets in the county were built with more lanes than needed, leading to longer pedestrian crossing distances, and conditions that encourage drivers to travel at deadly speeds.

Road Diet

SAFE TRANSPORTATION
FOR EVERY PEDESTRIAN

COUNTERMEASURE TECH SHEET



⚠ Multilane roads can take longer to cross and vehicle speeds may be high.

💡 Road Diets can decrease the lane crossing distance and reduce vehicle speeds.



Road Diets can reduce total crashes by

19-47%*

*19% in urban areas, 47% in suburban areas.

FEATURES:

- Reduced crossing distance and exposure.
- Reduced vehicle speeds.
- Promote Complete Streets.
- Provide space for installing curb extensions and widening sidewalks.
- Create space for bicycle, transit, and/or parking lanes.

June 2018, Updated | FHWA-SA-18-066

Key Element for Safer Streets:

Reduced Curb Radii

Reduced curb radii (i.e., sharper turns encourage drivers to slow down)



Key Element for Safer Streets:

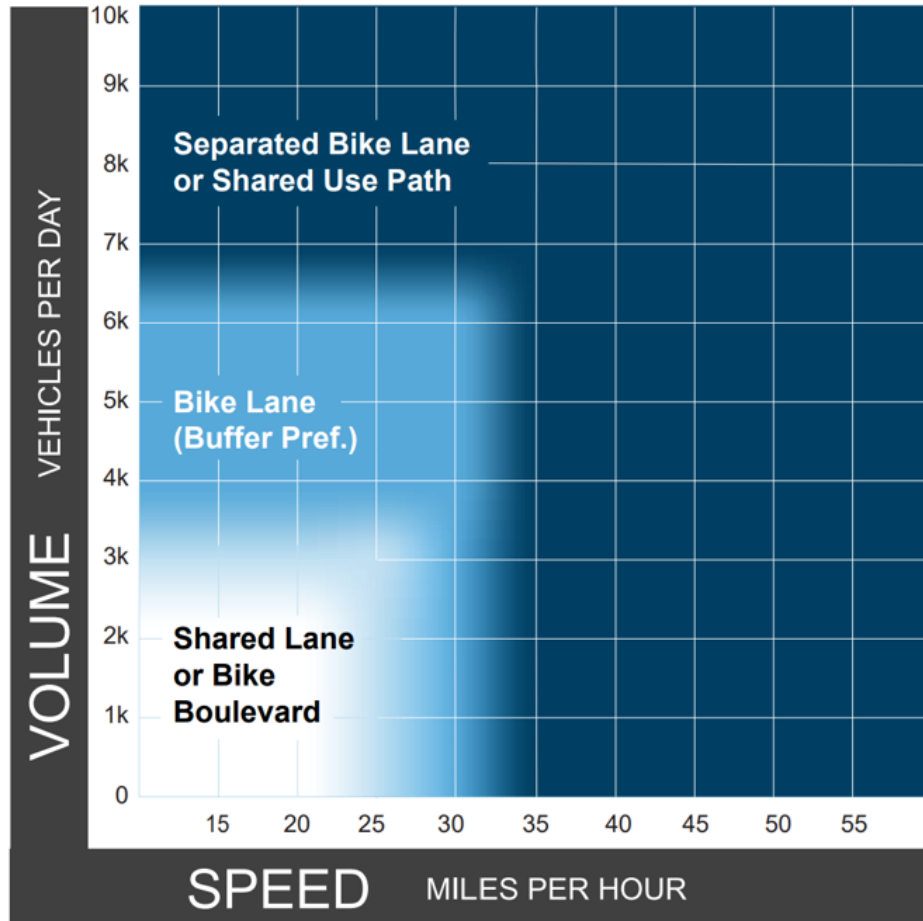
Separated & Protected Bicycle Facilities

People on bikes need protection on county streets

Bike lanes should be *protected* or *separated* on streets with $> 6k$ vehicles/day or speeds 30+ mph

✗ Ager Road

(30 mph; 11-14,000 vehicles/day)



Better Bicycle Facilities – Shared-Use Path & Separated Bike Lane (local examples)



Rhode Island Avenue, Hyattsville, MD



Baltimore Ave, College Park, MD

Better Bicycle Facilities – On-street Protected Bike Lanes & Trails (local examples)



In front of College Park Academy
Rivertech Court, Riverdale Park, MD



Source: [Friends of the Greenbelt East Trail](#); rendering of the Greenbelt East Trail, a proposed shared-use path, along MD 193 from Eleanor Roosevelt High School to the WB&A trail near the Glendale Splash Park, showing the use of concrete and flexposts to provide separation and protection from car traffic.

Key Element for Safer Streets:

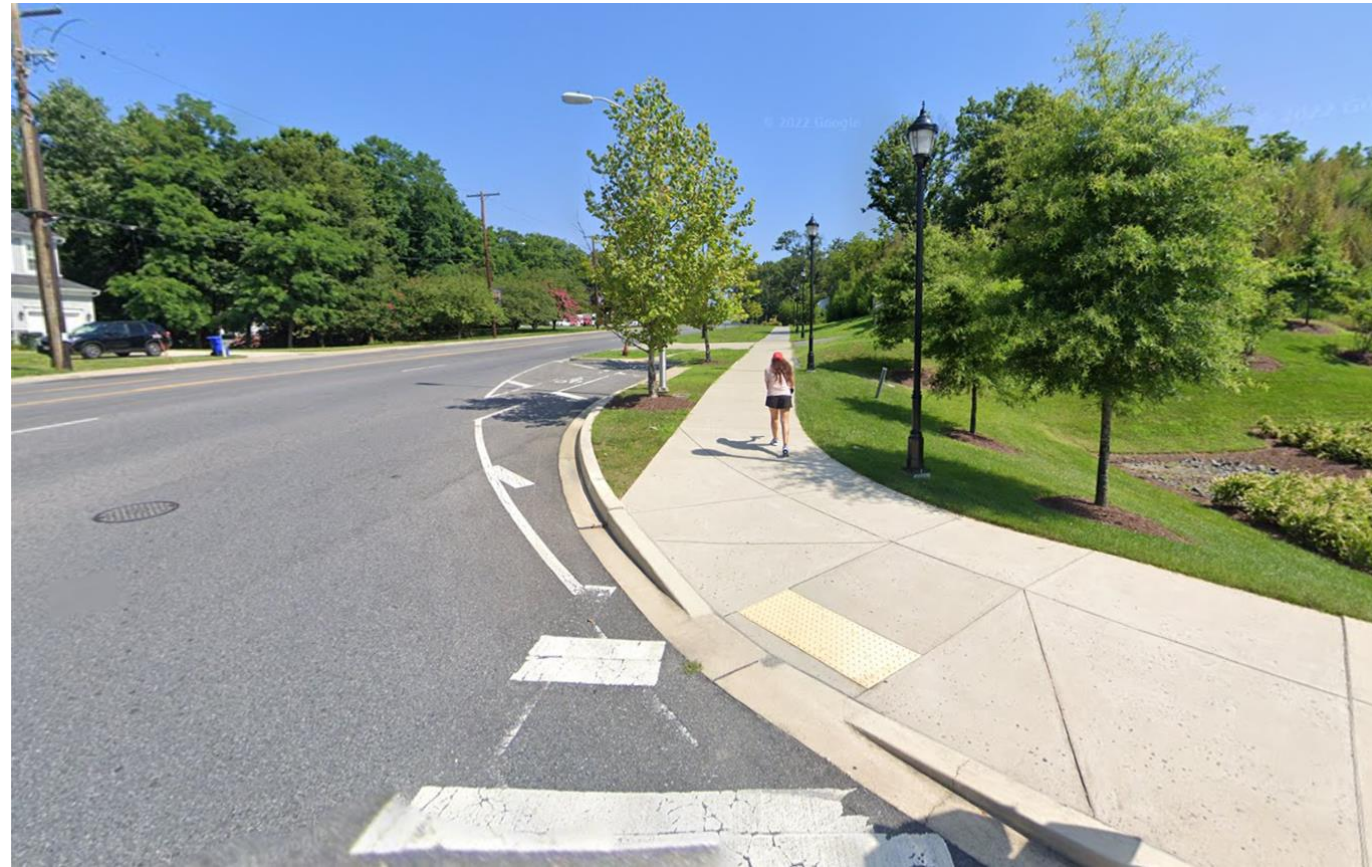
Pedestrian Amenities

Buffer to separates people from car traffic

Many streets in the county are missing buffers and street trees for people walking, biking, and rolling



0.5 miles from Central High School
Central Avenue & Addison Street, Capitol Heights, MD

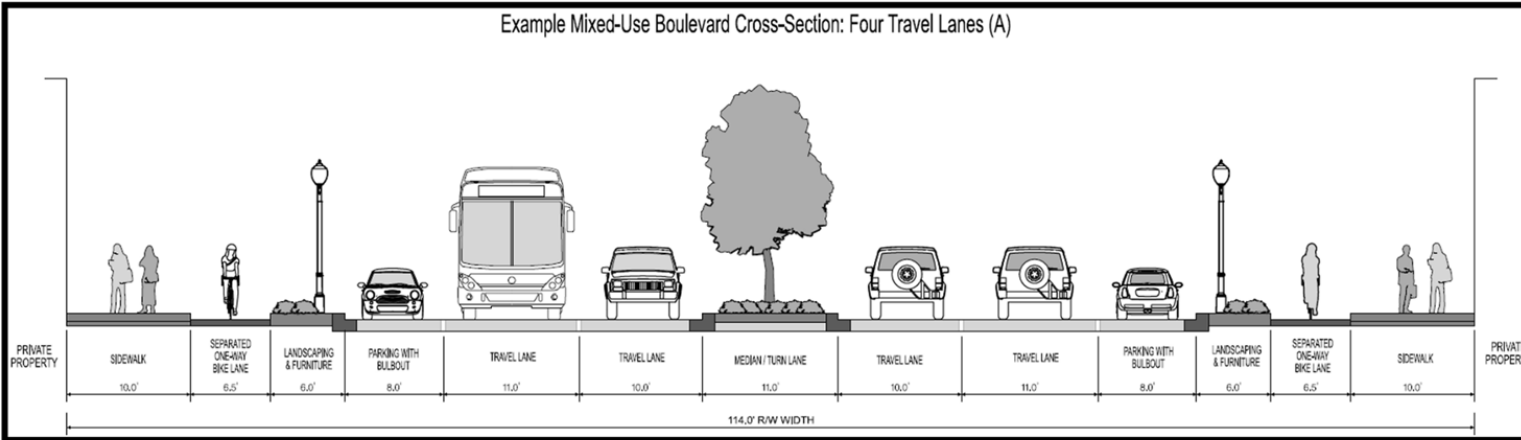


0.4 miles from University Park Elementary School
Baltimore Avenue, Riverdale Park, MD

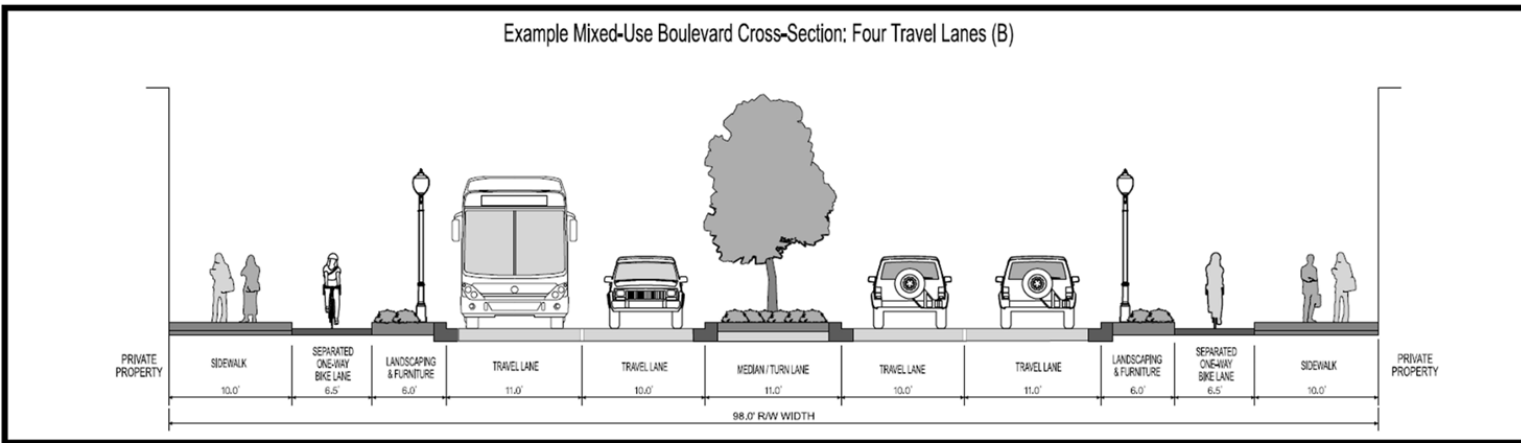
Resource

Prince George's County Urban Street Design Standards

Example Mixed-Use Boulevard Cross-Section: Four Travel Lanes (A)



Example Mixed-Use Boulevard Cross-Section: Four Travel Lanes (B)



Resource

Speed Reduction Mechanisms

Cities can achieve a reduction in traffic speeds using a variety of traffic calming techniques. While certain speed controls alter the configuration of a roadway, others change how people psychologically perceive and respond to a street.

Consider the following tools to encourage motorists to drive at target speeds.



Median
Medians create a pinchpoint for traffic in the center of the roadway and can reduce pedestrian crossing distances.



Pinchpoint
Chokers or **pinchpoints** restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.

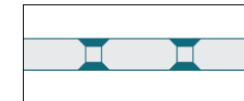


Chicane
Chicanes slow drivers by alternating parking or curb extensions along the corridor.

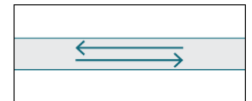


Lane Shift
A lane shift horizontally deflects a vehicle and may be designed with striping, curb extensions, or parking.

See [Chicane](#)



Speed Hump
Speed humps vertically deflect vehicles and may be combined with a midblock crosswalk.



2-Way Street
2-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of oncoming traffic.

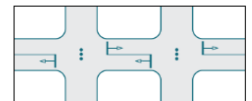
See [Yield Street](#)



Roundabout
Roundabouts reduce traffic speeds at intersections by requiring motorists to move with caution through conflict points.



Diverter
A traffic diverter breaks up the street grid while maintaining permeability for pedestrians and bicyclists.

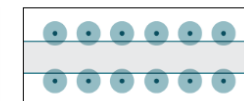


Signal Progression
Signals timed to a street's target speed can create lower speeds along a corridor.

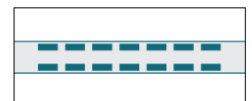
See [Coordinated Signal Timing](#)



Building Lines
A dense built environment with no significant setbacks constrains sightlines, making drivers more alert and aware of their surroundings.



Street Trees
Trees narrow a driver's visual field and create rhythm along the street.



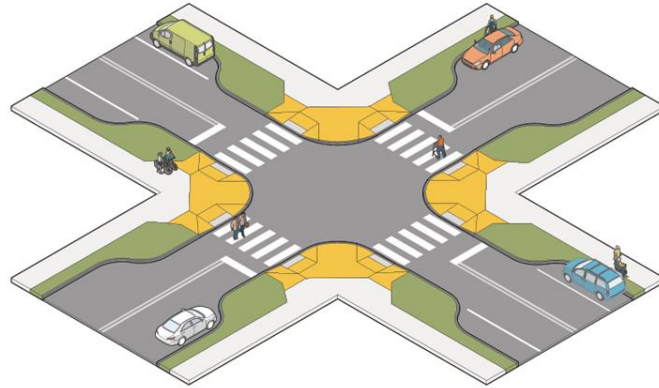
On-Street Parking
On-street parking narrows the street and slows traffic by creating friction for moving vehicles.

National Association of City Transportation Officials (NACTO) Urban Street Design Guide

Curb Extension/Bulb Out

Resource

[Hyattsville Multimodal Toolkit](#)



Purpose

Increases visibility, reduces turning speed of motor vehicles, encourages pedestrians to cross at designated locations, shortens crossing distance, and increases sightlines by preventing vehicles from parking at corners.

Description

Curb extensions, also referred to as bulb-outs, create an extension of the sidewalk or curb into the parking lane to reduce the available street width. By both visually and physically narrowing the roadway, pedestrian and motorists have an increased ability to see one another. This also encourages motorists to travel slower at intersections with curb extensions that reduce the intersection turning radius. Curb extensions may also include improved landscaping and stormwater management features where appropriate.

Primary Modes



Estimated Cost



Timeline



Safety Benefits

- Reduce turning speeds of motor vehicles.
- Prevent parking in or close to a crosswalk.
- Increase pedestrian visibility.
- Shorten pedestrian crossing distance.

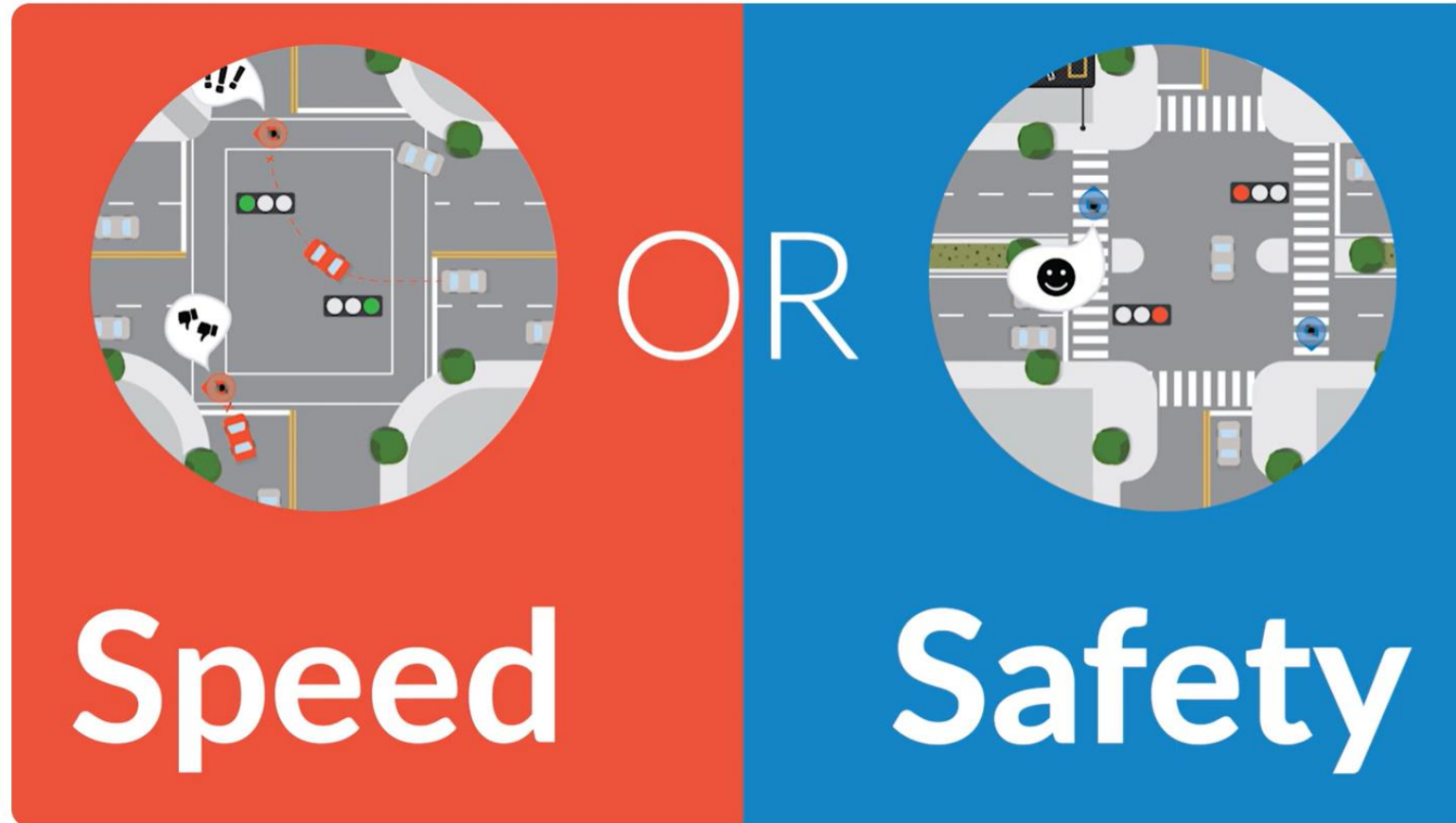
Additional Resources

- ❑ [Safe Routes Partnership](#)
- ❑ [National Center for Safe Routes to School](#)
- ❑ [AARP Walk Audit Toolkit](#)
- ❑ [AARP & LAB Bike Audit Toolkit](#)
- ❑ [FHWA Bikeway Selection Guide](#)
- ❑ New [MDOT Bike & Pedestrian Master Plan](#) (bike facility selection guidance in Appendix D)

Some opportunities

- ❑ Maryland Department of Transportation (MDOT)
[Complete Streets Policy](#) (construction/reconstruction of roadway, intersection, or bridge; permitting access to MDOT street; resurfacing projects)
- ❑ County's [priority letter](#) to MDOT
- ❑ [Safe Routes To Schools](#) grant program
- ❑ Federal Bipartisan Infrastructure Law
 - [Safe Streets & Roads For All \(SS4A\)](#)
 - [Reconnecting Communities and Neighborhoods Grant Program](#)
 - [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#)

Watch “Why safety and vehicle speed are incompatible goals for street design”



Why safety and vehicle speed are incompatible goals for street design



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Source: Smart Growth America - [Why safety and vehicle speed are incompatible goals for street design \(youtube.com\)](https://www.youtube.com/watch?v=...)

Upcoming: RISE Prince George's Webinar on Winning Safer Streets for Prince George's County on July 22nd

[Register here](#)

Winning Safer Streets for Prince George's What State Officials and Community Activists are Working On for Safer Walking and Biking



Pictured: Central Avenue walk safety audit by Central High School students, teachers and parents, sponsored by WABA, CSG and RISE Prince George's.

Dear dan,

People walking to schools, transit, stores, and elsewhere are put at risk as they traverse wide, high-speed roads. With Prince George's leading the region in traffic and pedestrian deaths, we've been asking how we can make roads safer for people walking or biking to their destinations.

Join us to hear from Kandese Holford, Maryland Department of Transportation, who will share with us the state's efforts to make state roads safer through an updated [Complete Streets Policy](#) and implementation of the Maryland [Pedestrian Safety Action Plan](#). We'll also hear from school and community activists along with public officials.

Together, we will talk about how to translate updated policies into safer walking and biking, better transit service, business opportunity, and community health.

Winning Safer Streets for Prince George's

July 22, 6:30-8 pm

Via Zoom

[RSVP](#)

Questions?



0.4 miles from Northwestern High School
Belcrest Road, Hyattsville, MD