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:

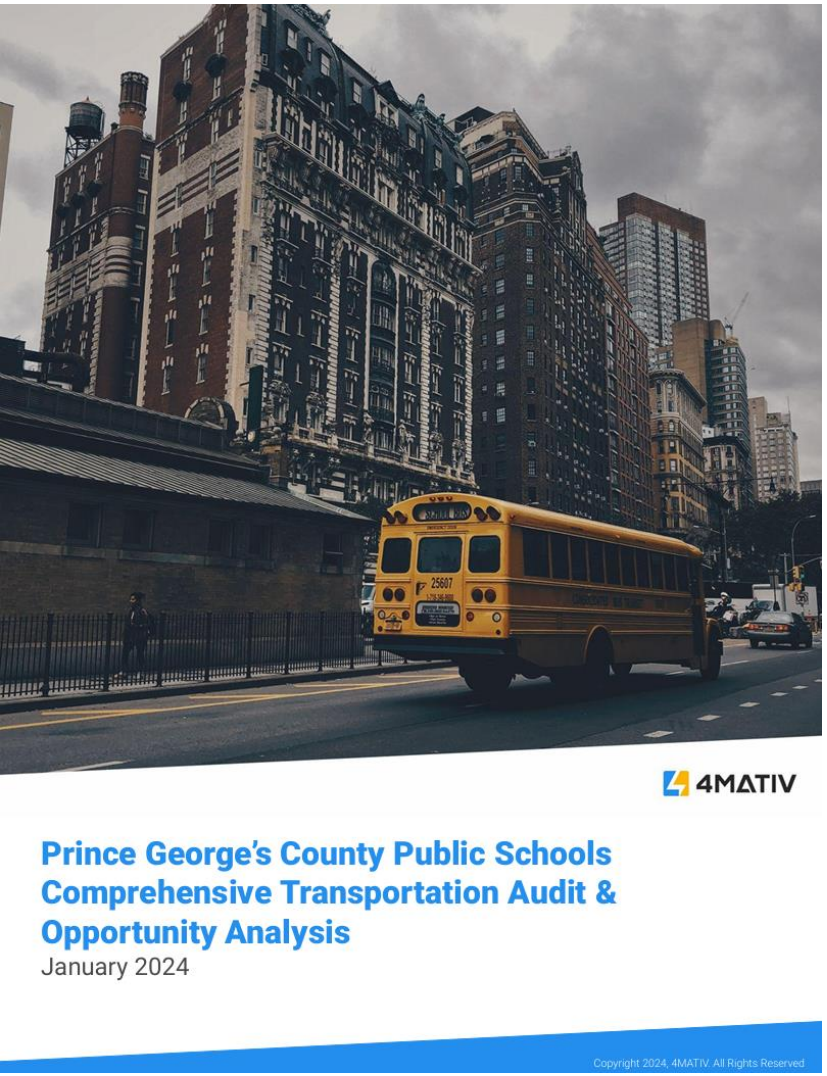
- **34% of all traffic deaths**; and,
- **37% of pedestrian and cyclists deaths** in the D.C. metropolitan region.

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.bestreetsmart.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.



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

Source: PGCPS; https://go.boarddocs.com/mabe/pgcps/Board.nsf/goto?open&id=CZKRU36E470C

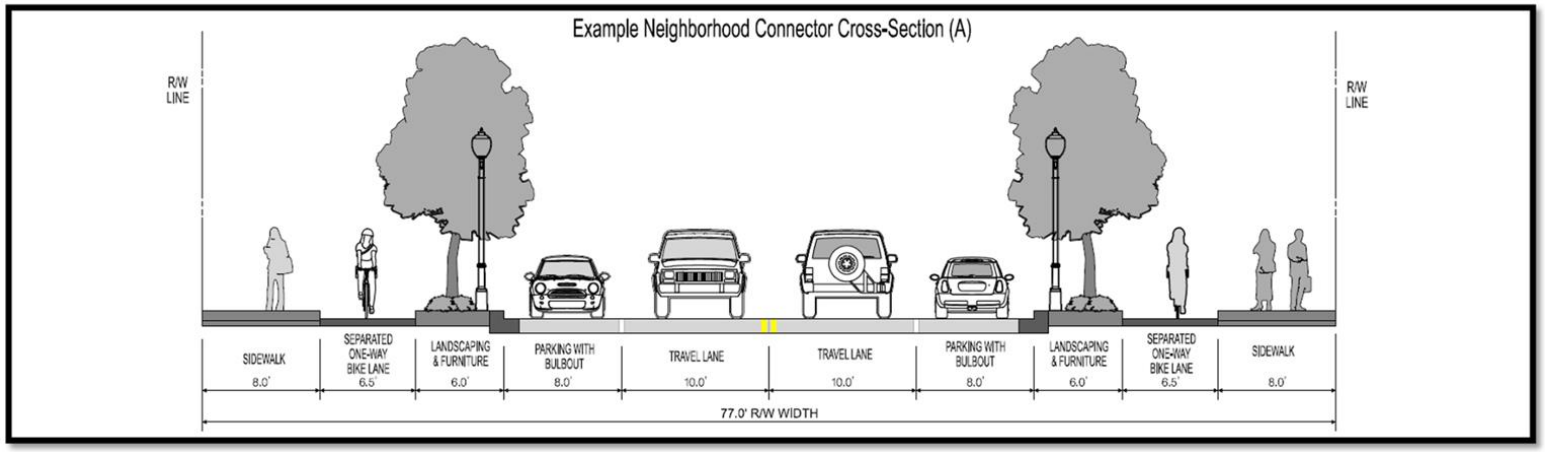
Key Elements for Safer

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

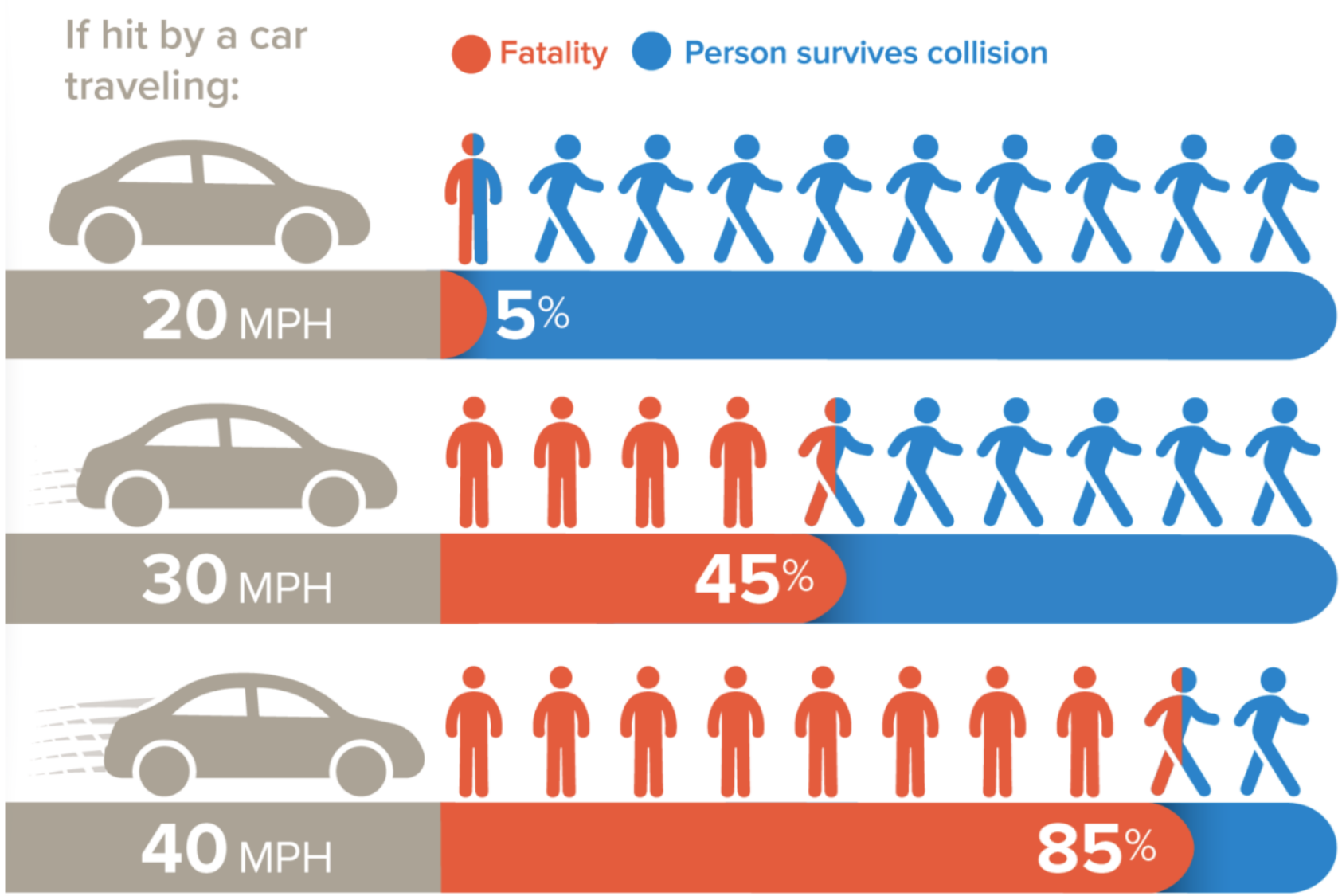


Source: Urban Street Design Standards, May 2024 Revision, Prince George's DPW&T

Key Element for Safer Streets:

Slower Speeds
(20-25 mph design speed)

Speed Kills.

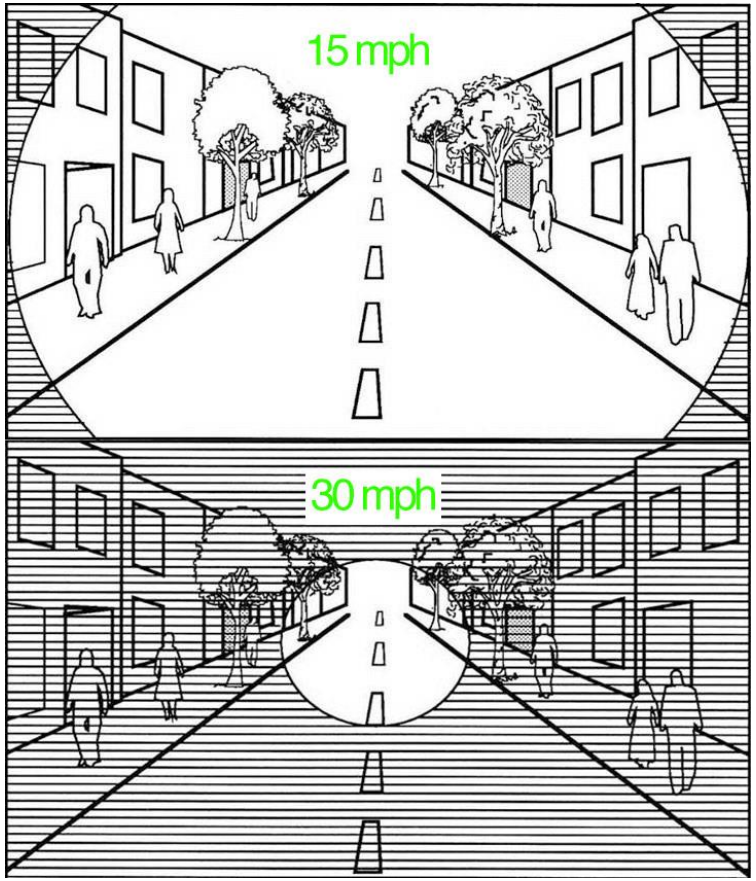


Source: https://smartgrowthamerica.org/what-are-complete-streets/

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.



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

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]

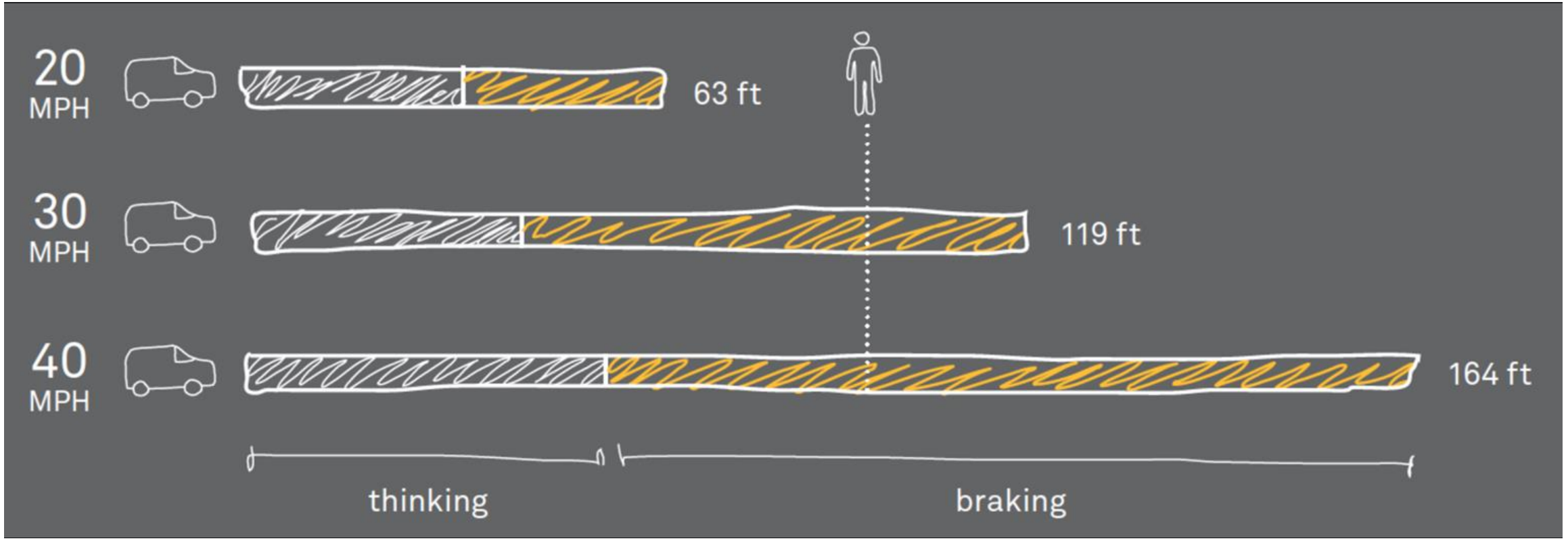
Source: Nat'l Assoc. of City Transportation Officials (NACTO); https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/

How Speed Kills

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

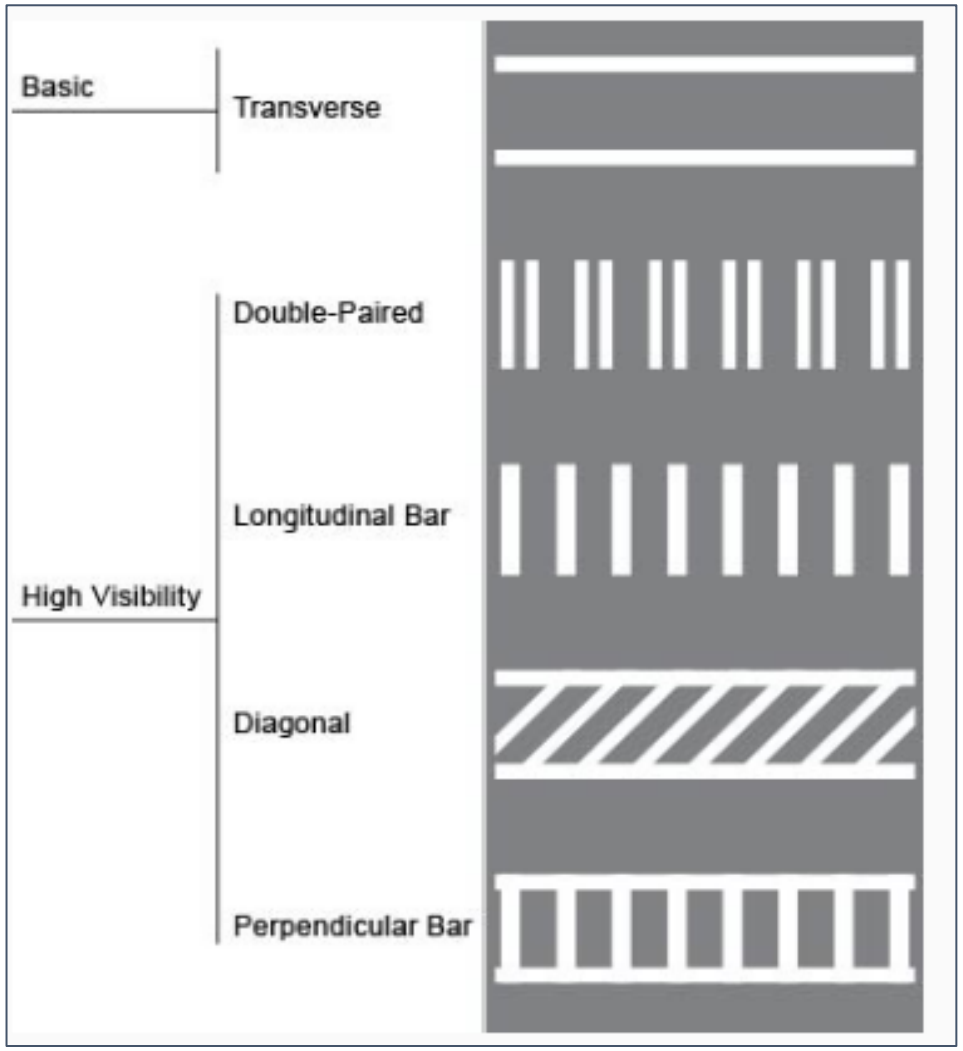
The county's roads with 30+ mph design speeds mean:

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



Source: NACTO; https://nacto.org/publication/city-limits/the-need/how-speed-

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%

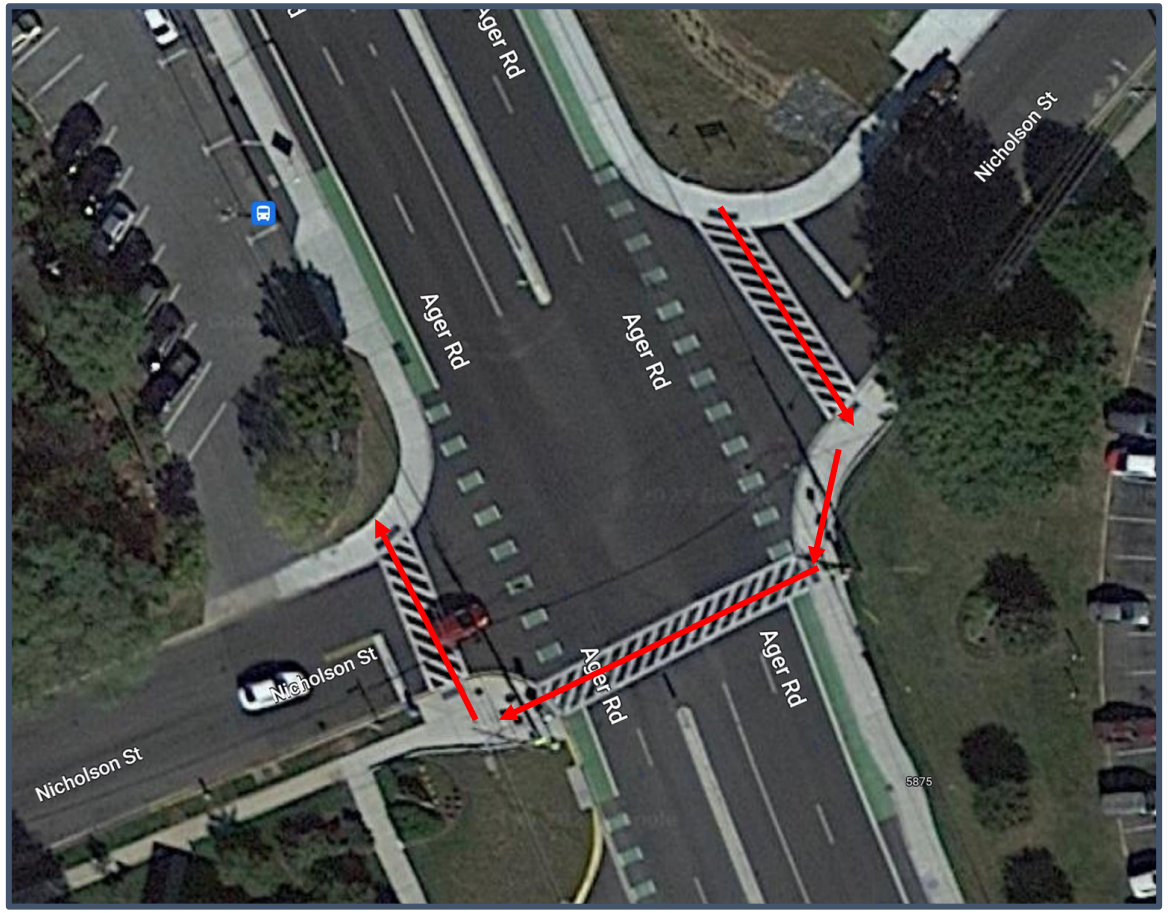
Source: Kittleson & Associates, developing FHWA guide, the *Crosswalk Marking Effectiveness Guide*; https://www.kittelson.com/ideas/why-crosswalk-design-matters/

Key Element for Safer Streets:

Shorter Crossing Distances

Shorter Crossing Distances

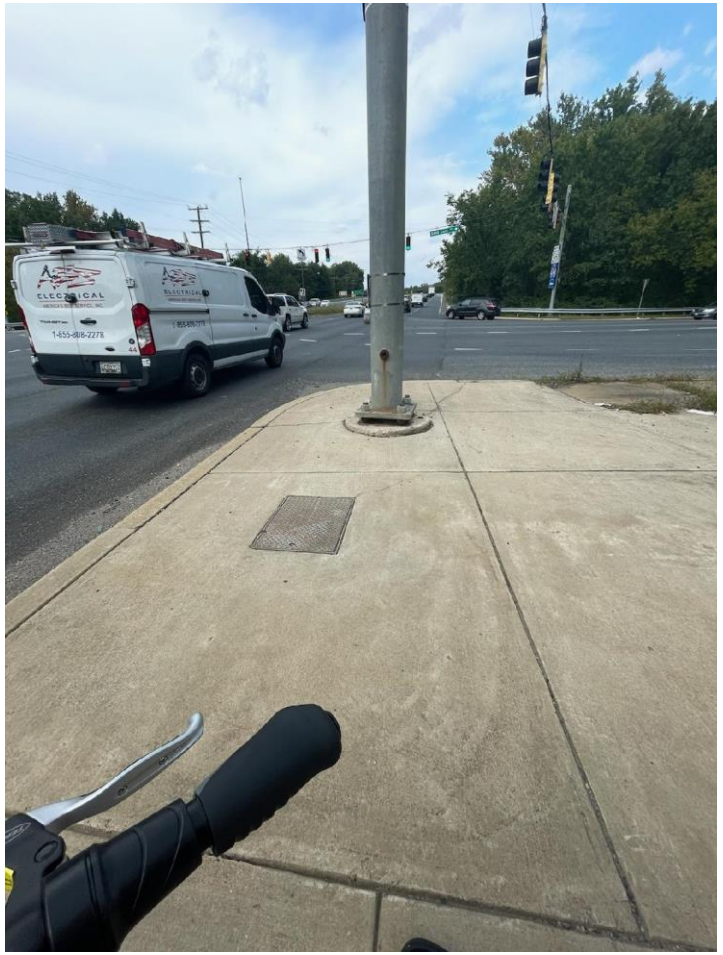
Problem: Crosswalks not marked on all sides

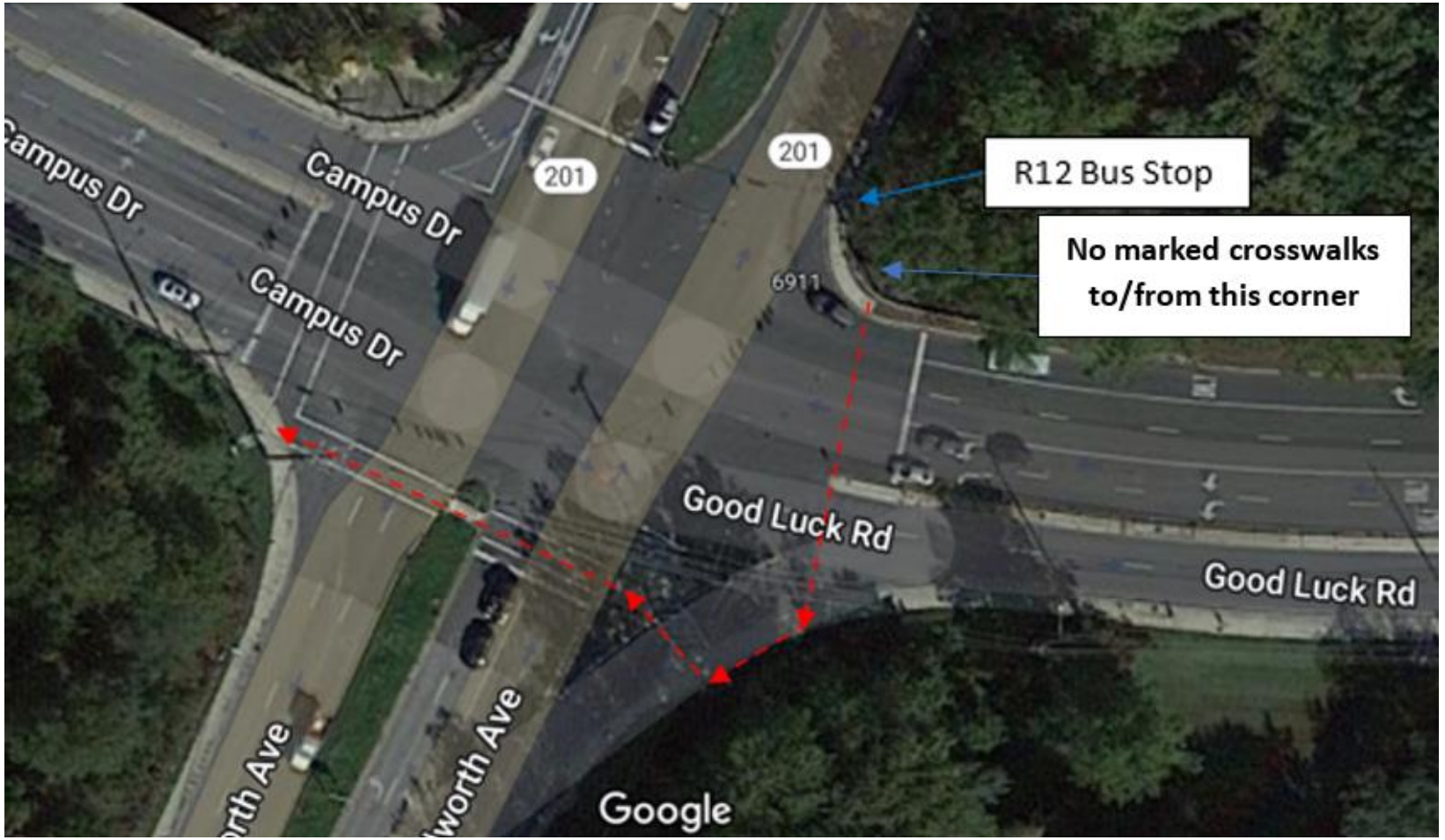


¼ mile from Rosa L. Parks Elementary School
Ager Road & Nicholson Street, Hyattsville, MD

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.

Source: [US DOT Road Diet Tech Sheet]

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:

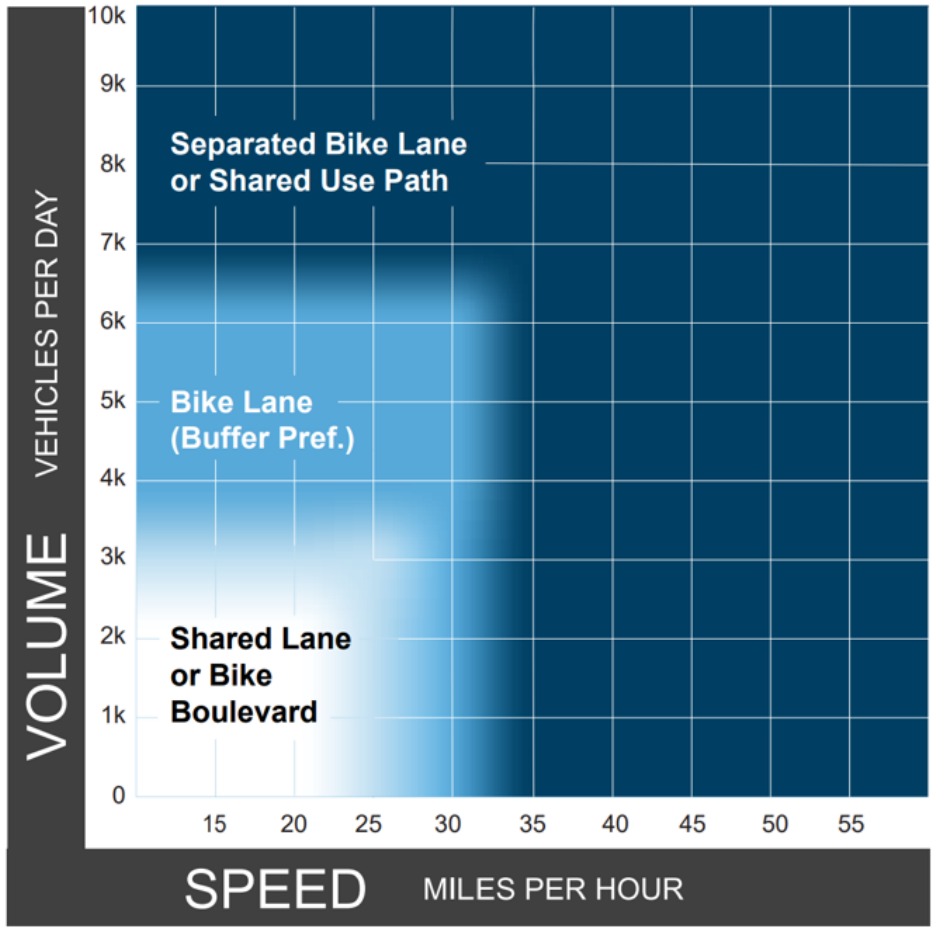
Separated & Protected Bicycle Facilities

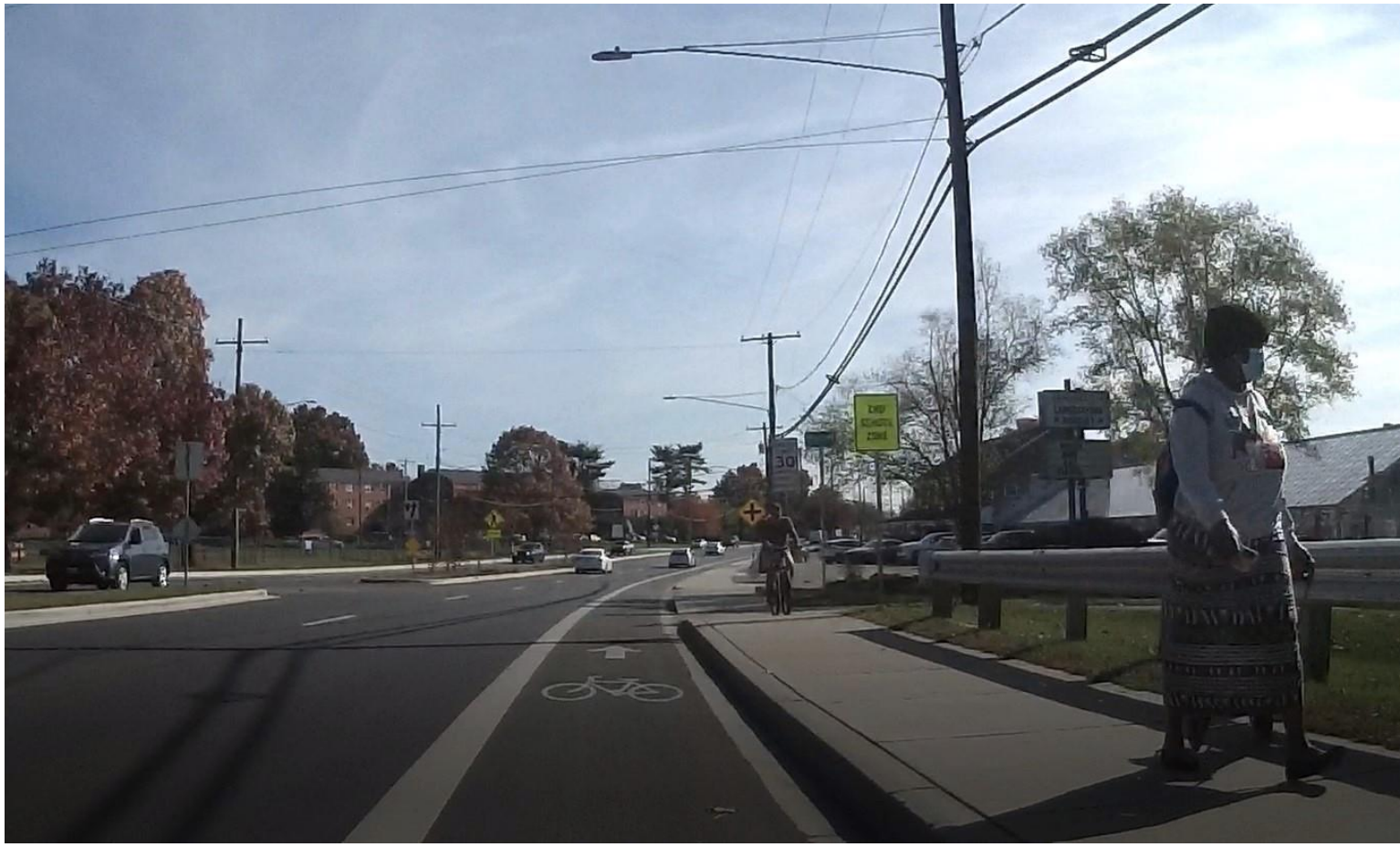
People on bikes need protection on county streets

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

X Ager Road

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





Source: Bikeway Selection Guide, 2019, US DOT, FWHA

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

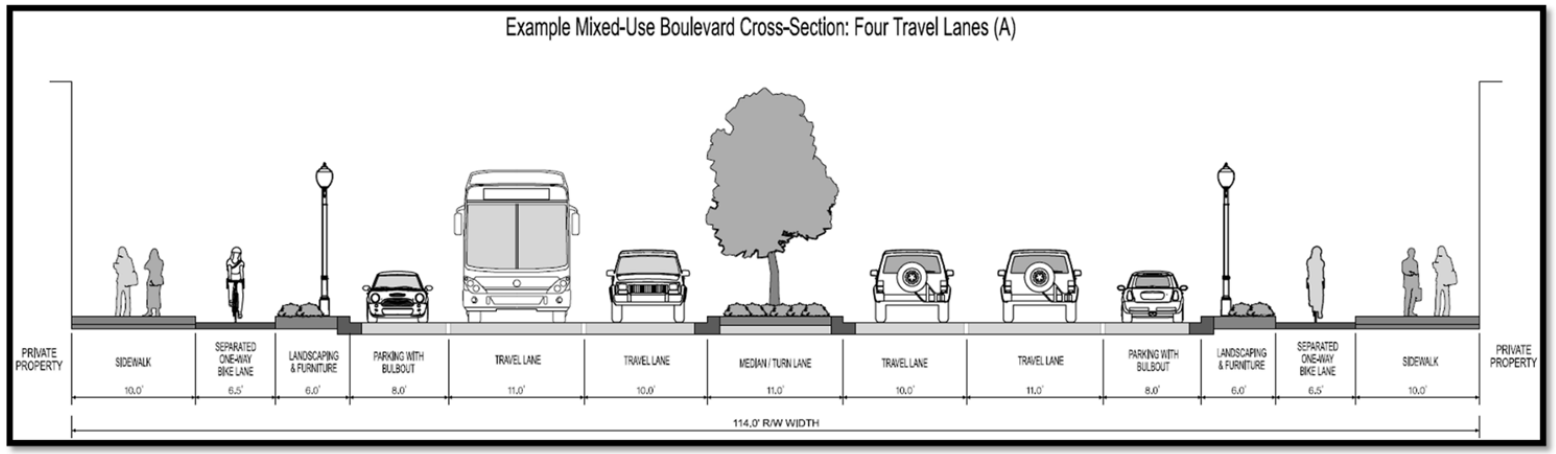
Buffer to separates people from car traffic

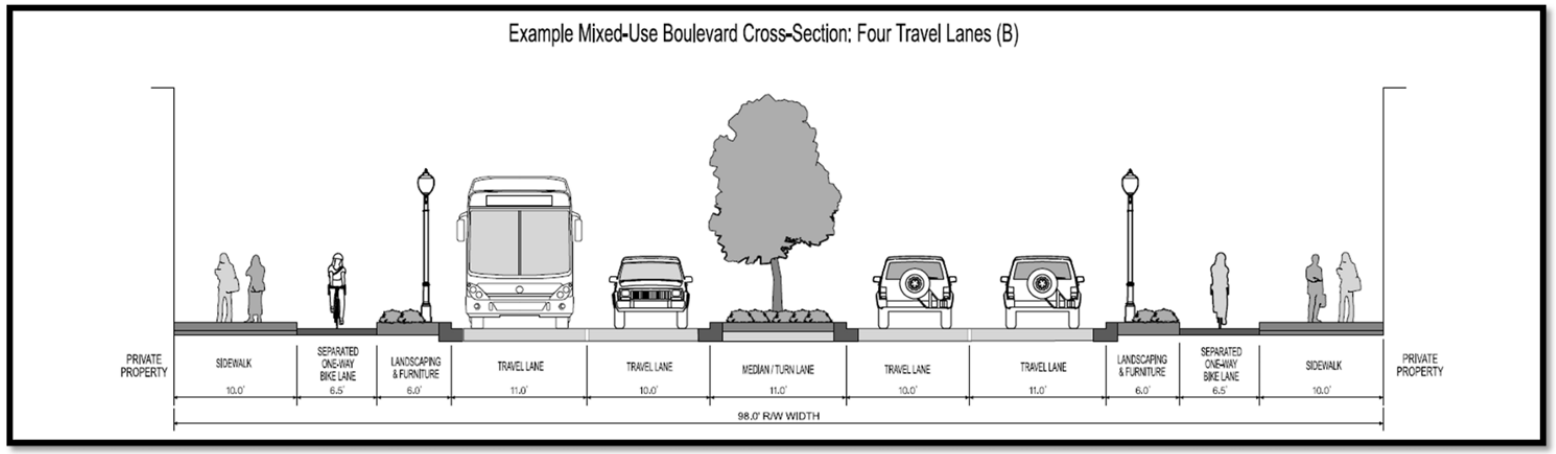
Many streets in the county are missing buffers and street trees for people walking, biking, and rolling

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

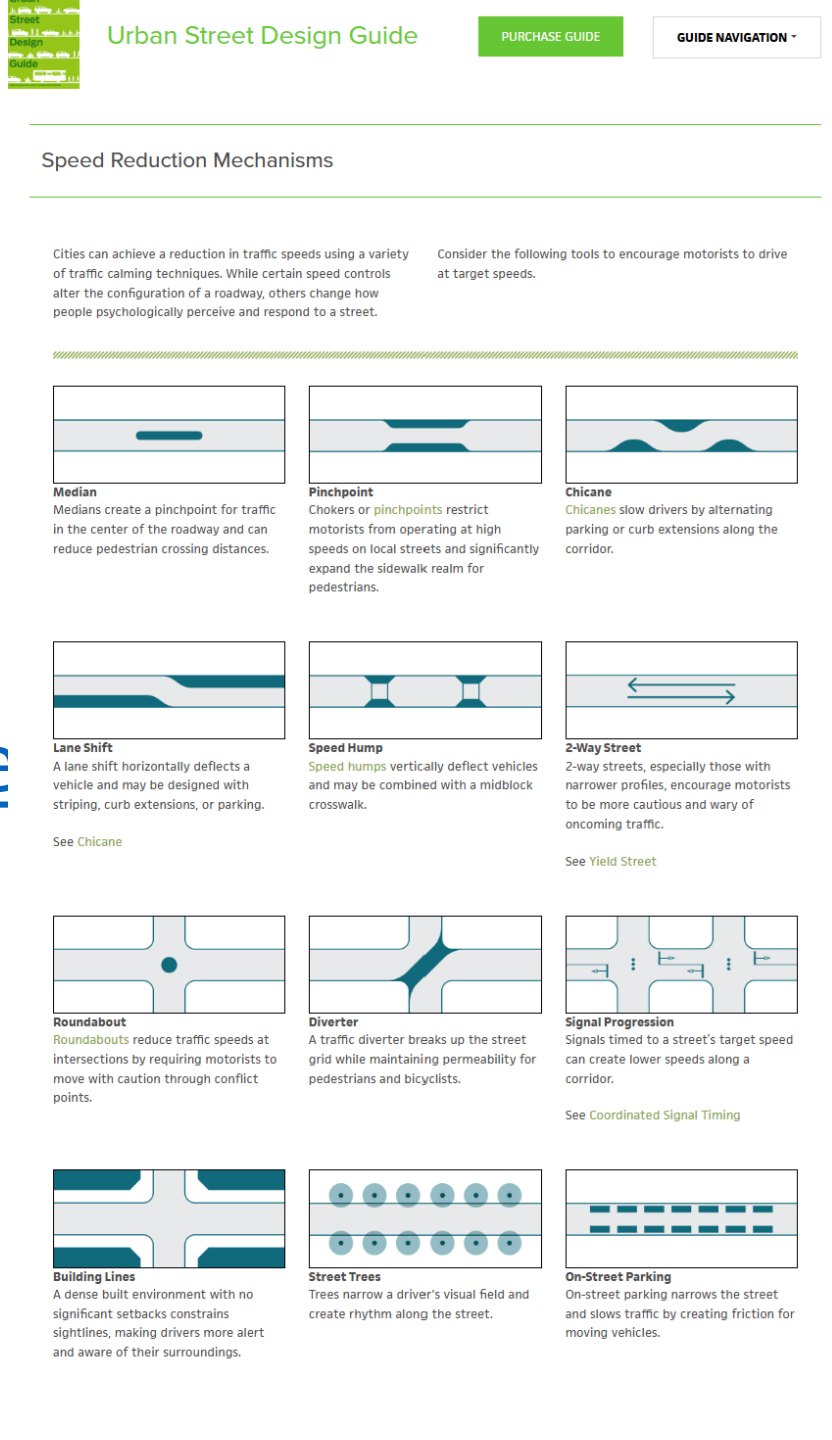




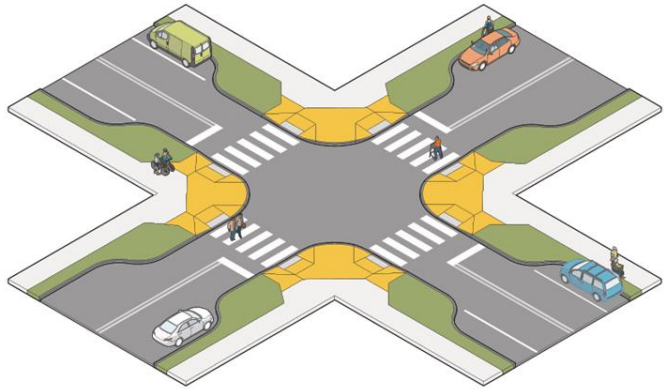
[Prince George's County Urban Street Design Standards]

Resource

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



Curb Extension/Bulb Out



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.

Resource

[Hyattsville Multimodal Toolkit]

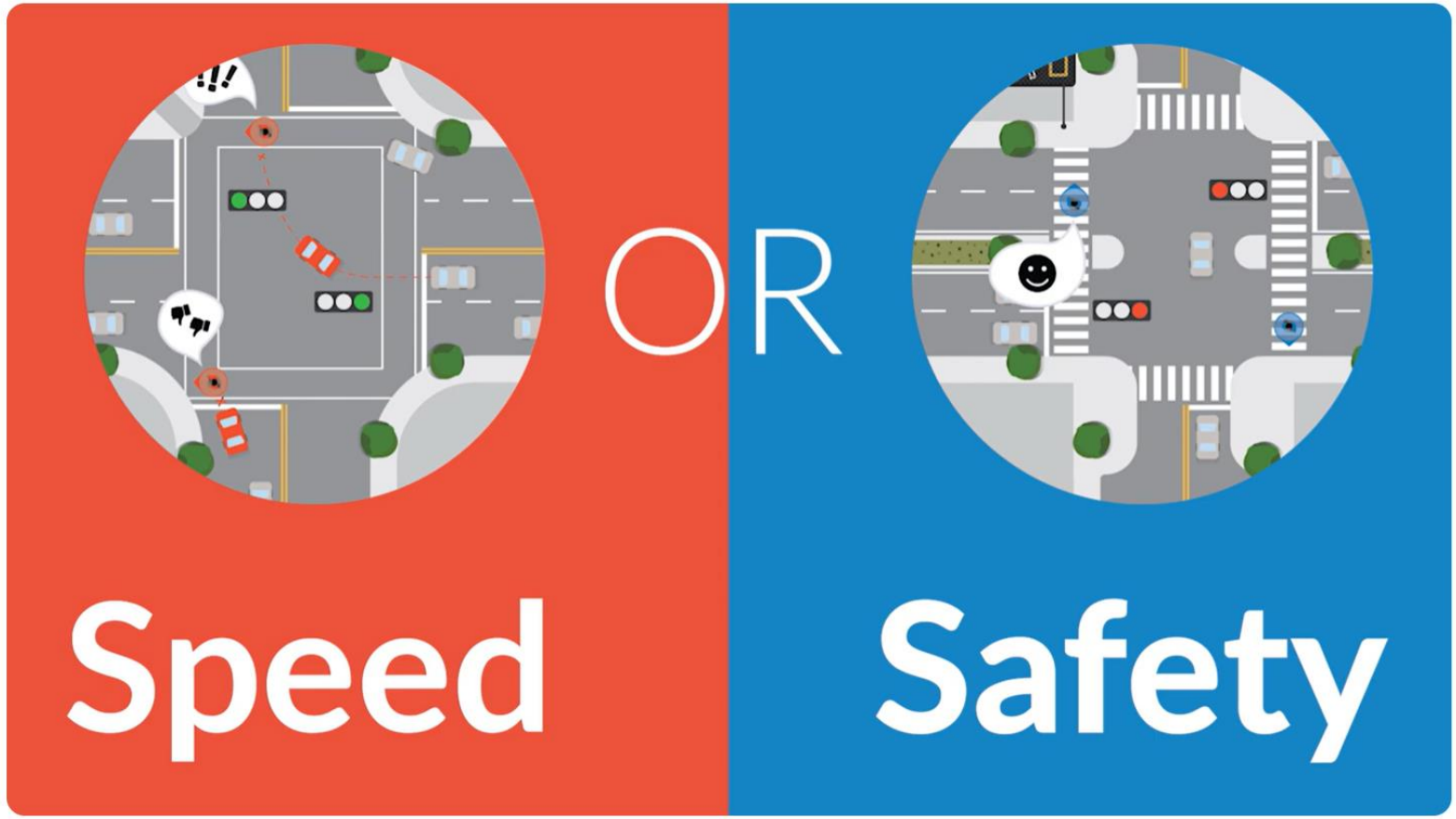
Additional Resources

- 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)]

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