



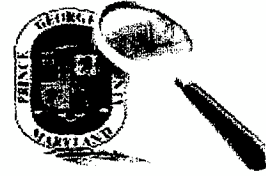
Pedestrian SIR-Highway Accident Brief
Attachment 4: Prince Georges County "County Stat" report
Pedestrian Fatalities on State Highways

Riverdale, MD

HWY16SH009

(7 pages)

PRINCE GEORGE'S COUNTYSTAT

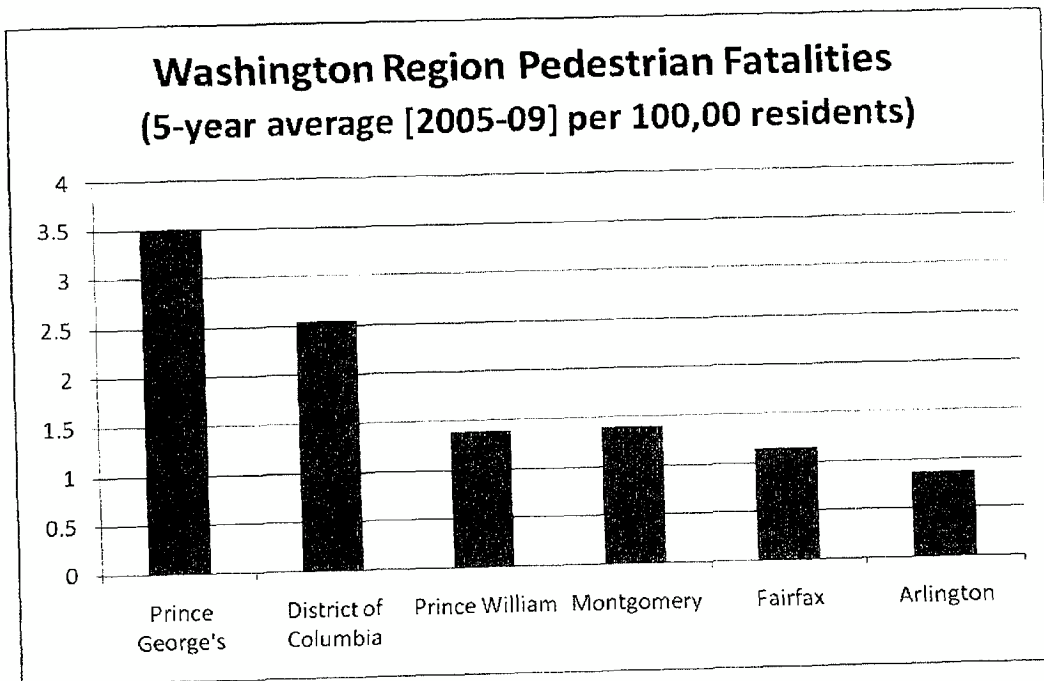


Issue Brief:

Pedestrian Fatalities on State Highways

Prince George's County is a major gateway into Maryland for prospective residents, employers, investors and visitors. Among the County's greatest assets are its inner-Beltway neighborhoods that feature shopping, access to Metro and public transit, employment centers, cultural diversity, and affordable, historic homes near the District of Columbia. To leverage these assets as an economic growth engine for the state, the County must create safe, attractive neighborhoods that are, "dense ... mixed-use ... compact ... generally accessible by multiple transportation means ... and walkable for nearly every destination."¹

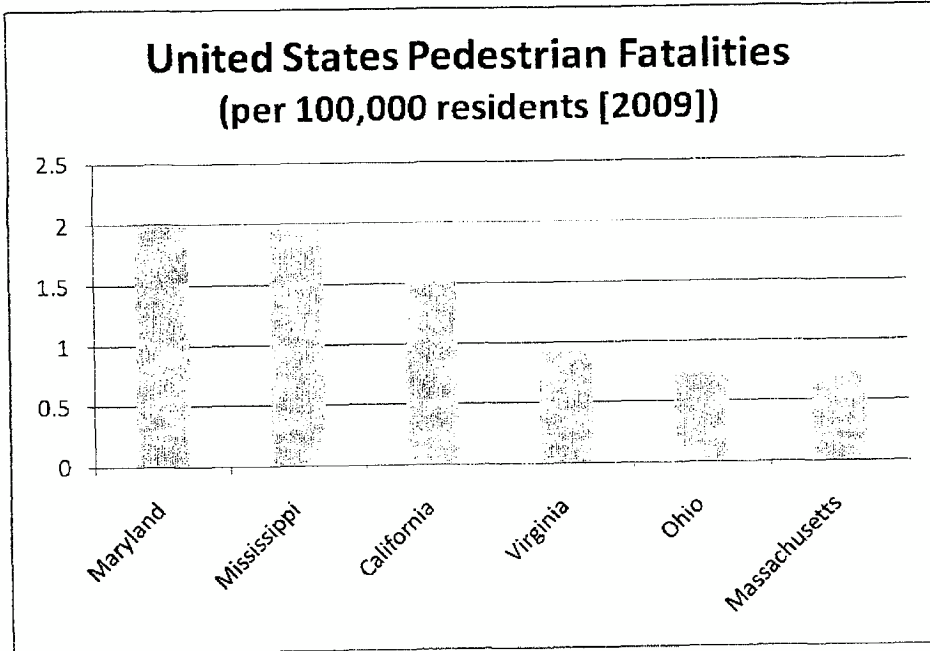
However, the County's ability to do so is seriously impaired, as *Prince George's consistently leads the State and Capital Region in pedestrian injuries and deaths.*² This is primarily due to a lack of sidewalks, bike lanes, crosswalks, and street lighting along State-maintained roadways.



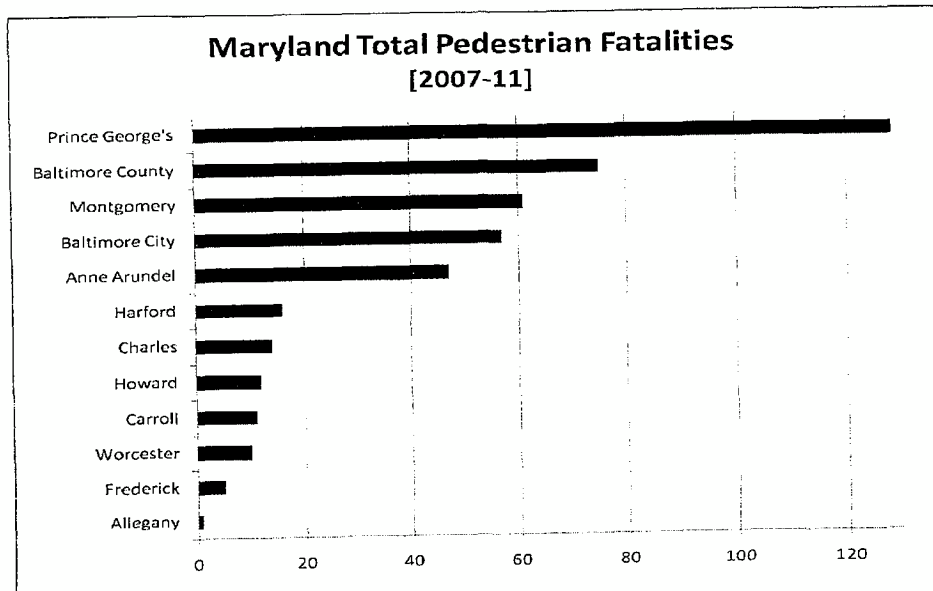
¹Christopher Leinberger, "Footloose and Fancy Free: A Field Survey of Walkable Urban Places in the Top 30 U.S. Metropolitan Areas," *Brookings Institution Metropolitan Policy Program* (December 2007)

²Ashley Halsey III, "Pedestrian deaths rose slightly in 2010," *The Washington Post* (January 20, 2011)

This is not only a County problem, but a State problem. Maryland ranks *third nationwide in pedestrian fatalities*.³ By contrast, Virginia ranks in the bottom half of all states (29th) on that same measure. And although 12 percent of the nation's traffic fatalities were pedestrians, Maryland was one of four states and territories where pedestrian deaths accounted for more than 20 percent of total traffic fatalities.⁴



Within Maryland, *Prince George's is easily the most unsafe jurisdiction for pedestrians*. In a recent five-year period, the rate of pedestrian fatalities within the County was nearly *double* that of all other large jurisdictions (Baltimore City, Baltimore County, and Montgomery County).⁵



³ National Highway Traffic Safety Administration, "2009 Traffic Safety Facts" <US DOT Publication No. HS 811 394>

⁴ Governors Highway Safety Association, "Pedestrian Traffic Fatalities by State" (2010)

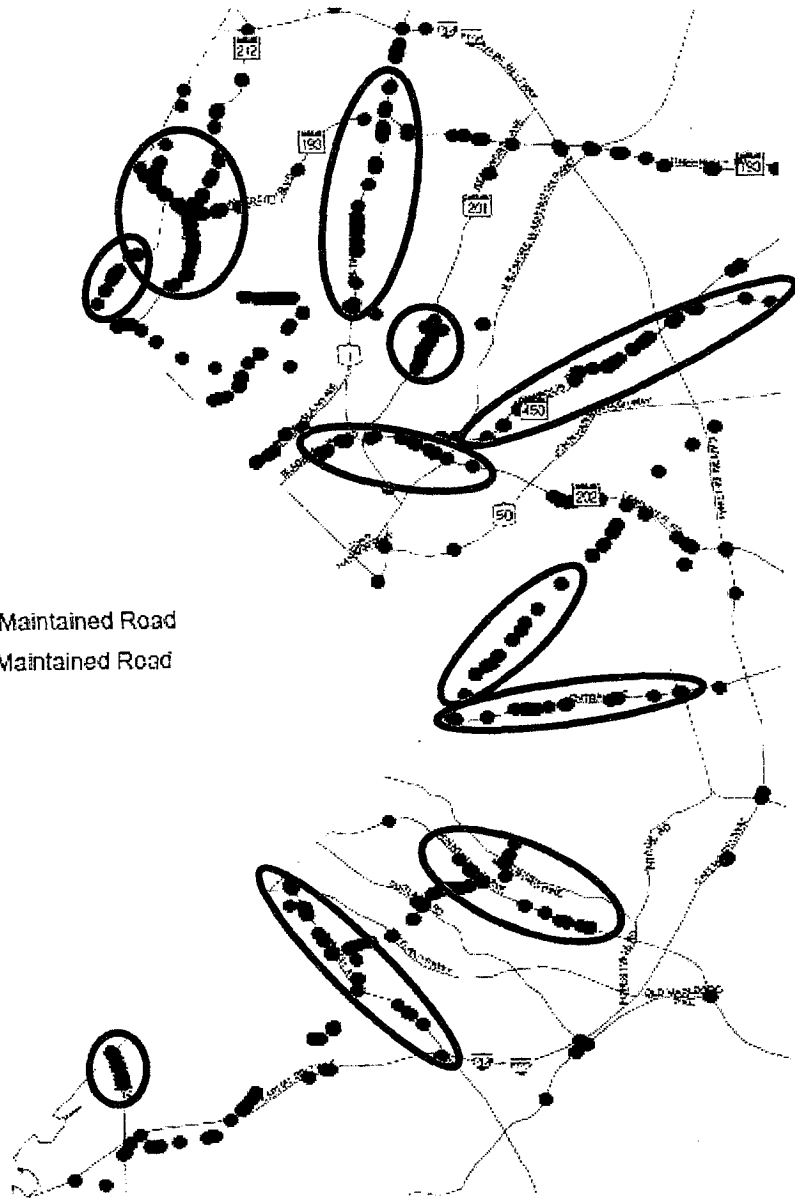
⁵ Maryland State Highway Administration, "Fatal Crash Trends" (October 3, 2011)

Pedestrian fatalities overwhelmingly occur on state roadways within Prince George's, even though the State is responsible for only 12 percent of the total lane miles within the County. From 2006 through 2011, 83 percent of all pedestrian fatalities recorded in Prince George's County occurred on State-maintained roadways, as opposed to 17 percent on County-maintained roadways.

More than **83%** of pedestrian fatalities in Prince George's County occurred on state roads, though the State is responsible for only **12%** of total lane miles.

Legend

- Pedestrian Fatality on State Maintained Road
- Pedestrian Injured on State Maintained Road
- State Maintained Roads
- County Maintained Roads



State roads with high concentrations of fatalities include: Route 193 (University Boulevard), Route 650 (New Hampshire Avenue), Route 201 (Kenilworth Avenue), Route 410 (East-West Highway), Route 1 (Baltimore Avenue), Route 212 (Riggs Road), Route 202 (Landover Road), Route 450 (Annapolis Road), Route 214 (Central Avenue), Route 4 (Pennsylvania Avenue), Route 5 (Branch Avenue), and Route 210 (Indian Head Highway).

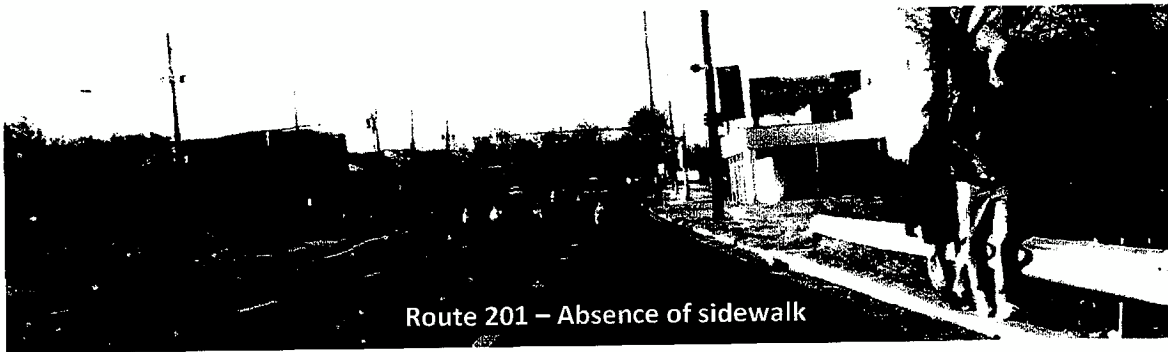
After reviewing accident reports for 65 pedestrian fatality cases that occurred between 2008 and 2011, most incidents occurred at dawn, dusk, or night (76%) and nearly every pedestrian (98%) was located either “On Roadway Not at Crosswalk” or “On Shoulder” at the time of the accident.⁶



Route 202 – Absence of crosswalk

Observers explain that “[in] many busy areas of [Prince George's] ... there are shopping centers along multi-lane arterials with poor lighting and long distances without crosswalks. If someone on foot wants to get to one of those stores and isn't in a car, they have few alternatives ... to [crossing]

dark roads where there are no crosswalks ... [the] pedestrian could be more careful, but also the government could be putting in better streetlights, crosswalks, and traffic signals.”⁷



Route 201 – Absence of sidewalk

And while some efforts to reduce the incidence of pedestrian fatalities on state roads can be initiated at the County level – including increased traffic safety enforcement – most of the reforms that have the greatest potential to save lives will require leadership from the Maryland Department of Transportation:

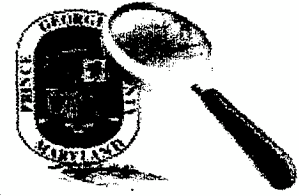
- Via a multi-year block grant or other funding, pilot traffic safety enhancements (sidewalks, bump outs, raised crosswalks, etc.) for targeted high injury and fatality areas
- Aggressively expand striping to create more crosswalks and bike lanes, as well as larger buffer zones between pedestrian pathways and vehicle lanes
- Revise State Highway Administration policies to enhance traffic safety, including:
 - Installation of crosswalks at locations other than signalized intersections
 - Greater flexibility in the designation, standards and installation of street lighting
 - Reintroduction of state funding for maintenance of pedestrian and bike infrastructure (sidewalks, streetlights, etc.) on state-maintained roadways

Such a targeted commitment is expected to get this public safety indicator moving fast in the right direction, reaffirming the State and County commitment to smart, transit-oriented economic development, the goals of Sustainable Communities efforts and PlanMaryland, and make key, visible investments in revitalization and pedestrian safety in the areas of our state that need it most.

⁶ Prince George's County Department of Public Works and Transportation internal analysis

⁷ David Alpert, “Maryland road safety head, Post's Halsey blame pedestrians and even Michelle Obama for fatalities,” *Greater Greater Washington* (January 20, 2011).

PRINCE GEORGE'S COUNTYSTAT



To: Haitham A. Hijazi, Department of Public Works and Transportation; Mark A. Magaw,
Police Chief
Through: Brad Seamon, Chief Administrative Officer
From: Alexander Krughoff, CountyStat
Date: December 4, 2012
Subject: Pedestrian and Bicycle Safety Follow-Up Memo

Thank you for your participation in the CountyStat process. Please respond to the question below by January 18, 2013 in electronic format (no PDFs) and copy the individuals cc'd on this document. Responses should be reviewed and approved by the appropriate Deputy Chief Administrative Officer/Officers prior to submission.

Department of Public Works and Transportation-

1. Designate a position within the department to serve as the "Pedestrian and Bicycle Safety Coordinator." This person will be the lead on coordinating pedestrian and bicycle safety initiatives within DPW&T and between other Prince George's County agencies and departments, and the State of Maryland (namely, State Highway Administration and Maryland Highway Safety Office). This position should also be responsible for collecting and analyzing relevant pedestrian and bicycle safety data.
2. Establish a group of representatives from the following agencies as a Bicycle and Pedestrian Advisory Committee (BPAC). Hold an inaugural meeting to discuss plans for interagency coordination on pedestrian and bicycle safety initiatives and include minutes, as well as next steps, in the response to this memo.
 - a. DPWT-Office of Engineering
 - b. DPWT-Office of Highway Maintenance
 - c. DPWT-Office of Project Management
 - d. DPWT-Office of Transportation
 - e. PGPD
 - f. M-NCPPC
 - g. Department of Environmental Resources
 - h. SHA
 - i. MHSO
 - j. CountyStat
3. In conjunction with the BPAC, finalize a list of priority pedestrian locations/High Incidence Areas. Provide a list of those locations, as well as the methodology and data chosen to select them.
4. Submit a plan to incorporate infrastructure improvements in High Incidence Areas into the CIP and operating budget.
5. Submit a plan to increase the Department's grant writing capacity. This should include reallocating resources within the department and/or collaborating with other agencies (MNCPPC, PGPD) to leverage existing grant capacity.

The Prince George's County Police Department should work with DPW&T to:

1. Develop a proposal to integrate traffic engineering reviews into pedestrian and bicycle traffic accident reports done by PGPD, to be shared with the DPW&T Office of Engineering—Traffic Safety Division. The proposal should include:
 - a. Developing or adopting a document/"check-list" that PGPD can use to capture and share important information from the crash site with DPW&T.
 - b. A plan to train PGPD officers to complete and submit the information captured in 1.a.

cc:

Carla Reid, Deputy Chief Administrative Officer for Economic Development and Public Infrastructure
Barry Stanton, Deputy Chief Administrative Officer for Public Safety
Jennie Nevin, CountyStat