



**CREATING PEDESTRIAN SAFETY
SYNERGY: INTEGRATING &
IMPLEMENTING THE *E* OF
ENGINEERING
IN PRINCE GEORGE'S COUNTY**

APRIL 2021



WHY VISION ZERO?

- There are 6 E's – supports a synergistic approach to tackle the problem that is getting worse, not better
- The County has three distinct typographies: Urban, Suburban and Rural
- The pedestrian safety challenges compound when meshing a suburban section (large arterials) with emerging Transit Oriented Developments/Activity Centers
- Prince George's County
 - Most populous
 - Roadway network 2,000 miles
 - Highest number of people killed who were walking in MD



EXPANDED TOOL BOX TO SUPPORT VISION ZERO & REDESIGNING ARTERIAL ROADWAYS

- Existing/Traditional Approach
 - Rumble Strips/Psycho Perceptive Markings
 - Designated School Zones
 - Lane Narrowing (Bike/Parking Lanes)
 - Additional Enforcement
 - Speed Trailer
 - Oversized/Improved Signage
 - Speed Humps (NTMP)
- Proposed Additional Measures
 - Curb extensions
 - Medians
 - Protected Intersections
 - Urban/Small Traffic Circles
 - Road Diet
 - RRFB
 - Yard Signs

PROCESS



*Engineering judgement will always be imperative in the final decision.

RRFB INSTALLATION FLOW CHART



CONSIDERATIONS

- Roadway classification
- Controlled vs uncontrolled
- Prevailing speed
- Existing traffic controls
- Pedestrian volumes
- Proximity of nearest signal
- Presence of existing crossing
- Mid-block vs at intersection
- Pedestrian crashes
- Adjacent land uses
- Visibility
- # of gaps for crossing
- Crossing distance
- Median presence

TEST CASE: LOTTSFORD ROAD AT APOLLO DRIVE

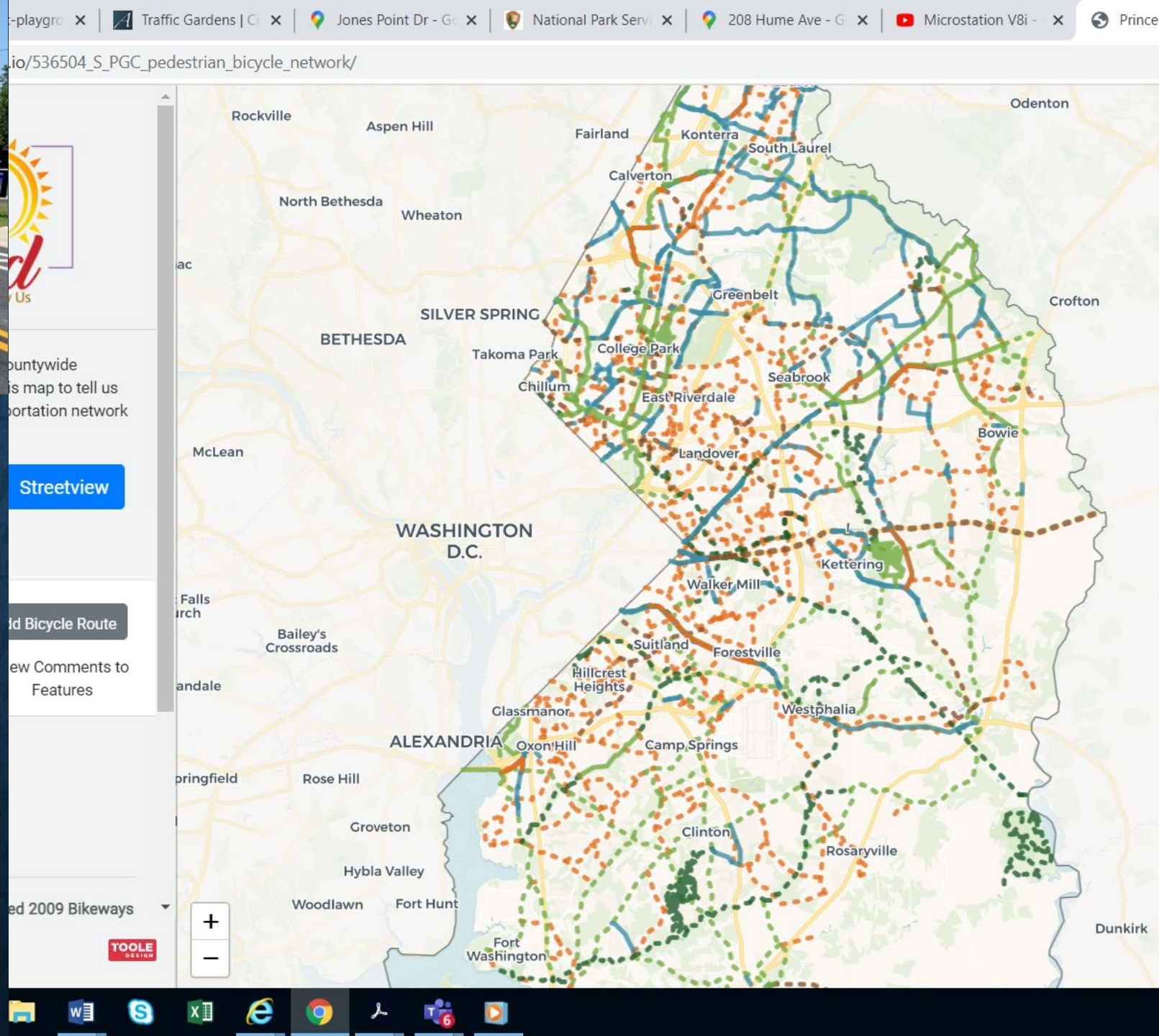


REPURPOSING LANE CONFIGURATION TO REDUCE SPEED AND FACILITATE BIKE MOVEMENTS

- **Bike Lanes**
- **Green Paint at Crossings**
- **Shoulder Stripes**
- **Reduction of the Number of Lanes**
- **Urban Traffic Circles**

5-YEAR BIKE AND PEDESTRIAN NETWORK PLAN

- We received ~1200 comments (as of February 22, 2021)
- The recommended networks will be vetted through the Project Prioritization Matrix
- Factors Included under the Matrix
- Completed by June 2021





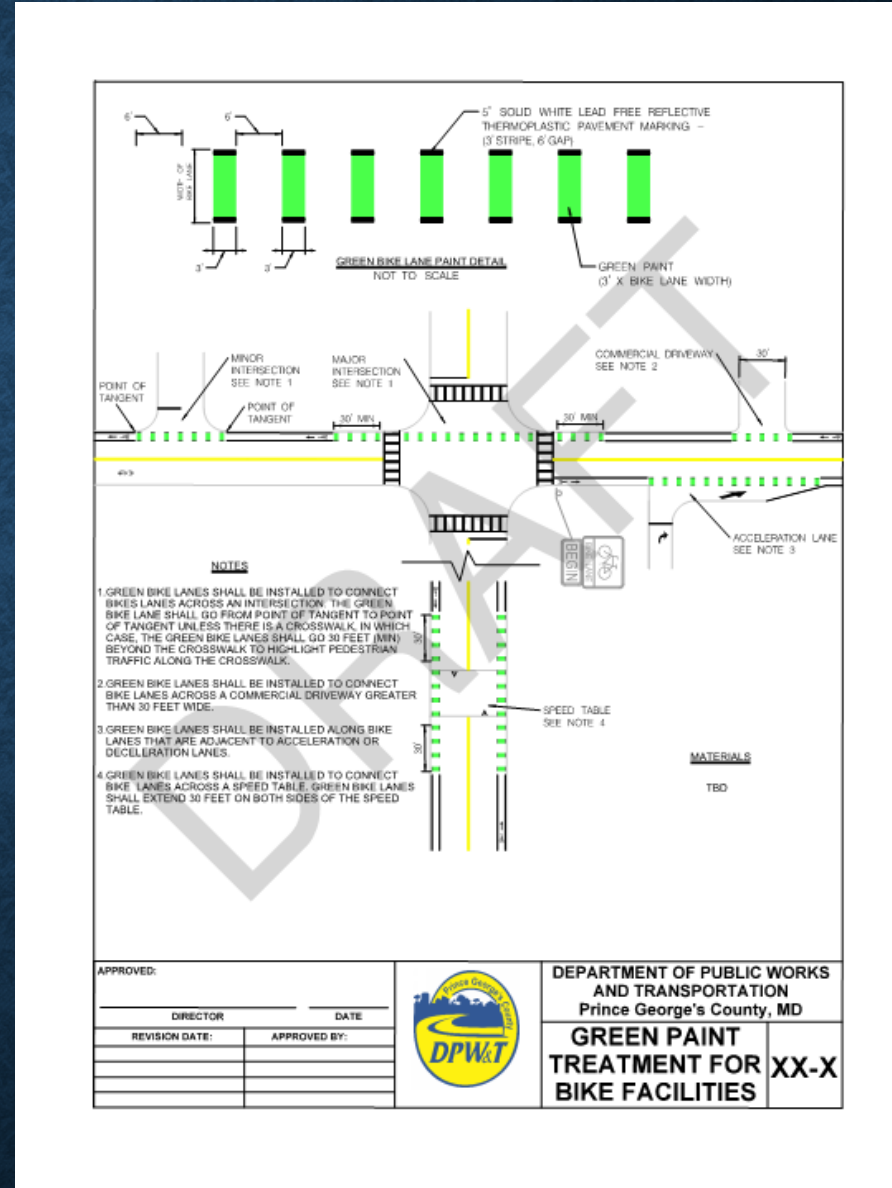
VISIONZERO

prince george's

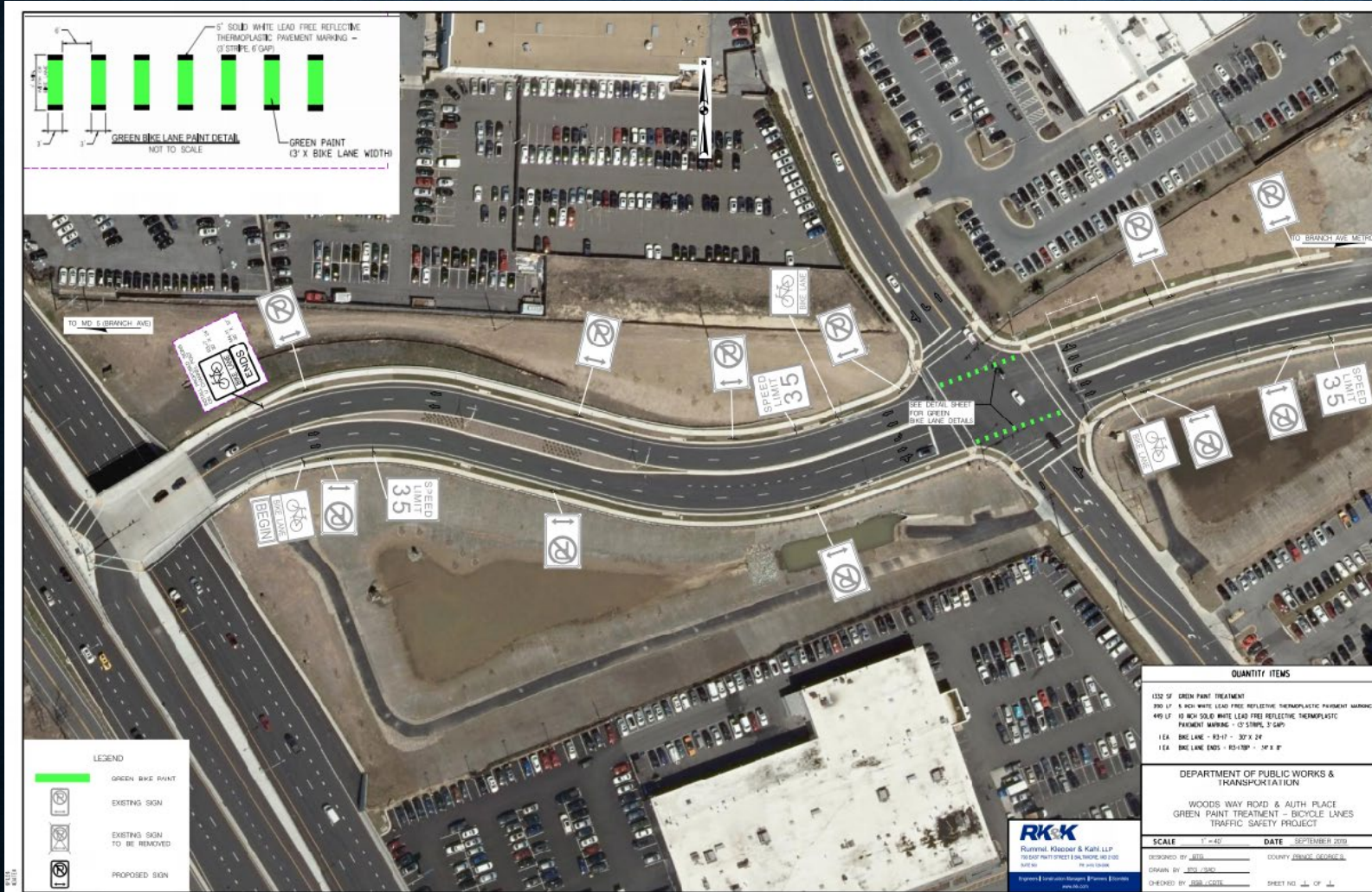


GOAL:

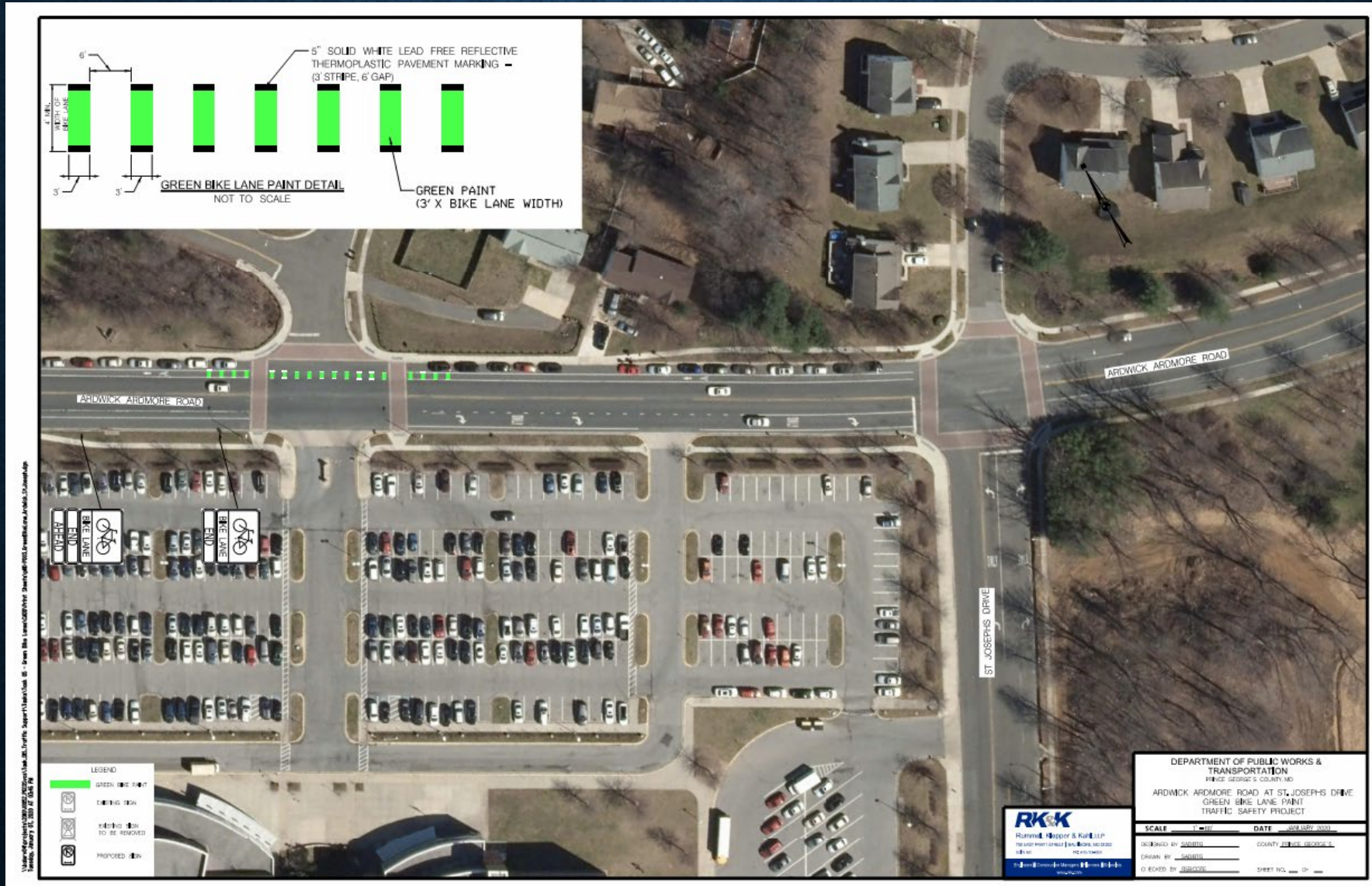
To bring awareness and highlight higher areas of conflict for bicyclists and vehicles along existing bicycle facilities and in the planning of future bicycle facilities, through the use of green paint.



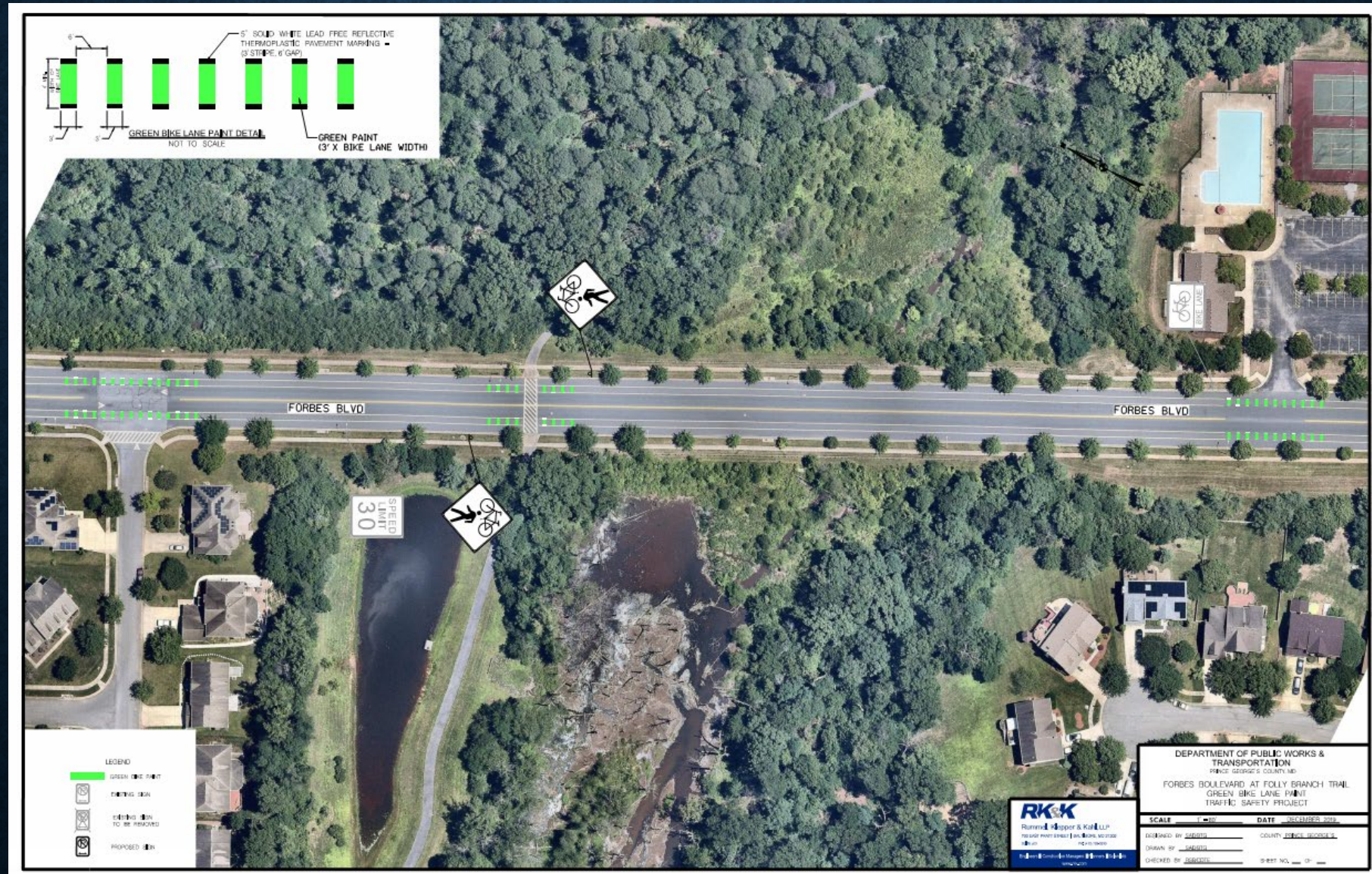
AUTH PLACE AT WOODS WAY



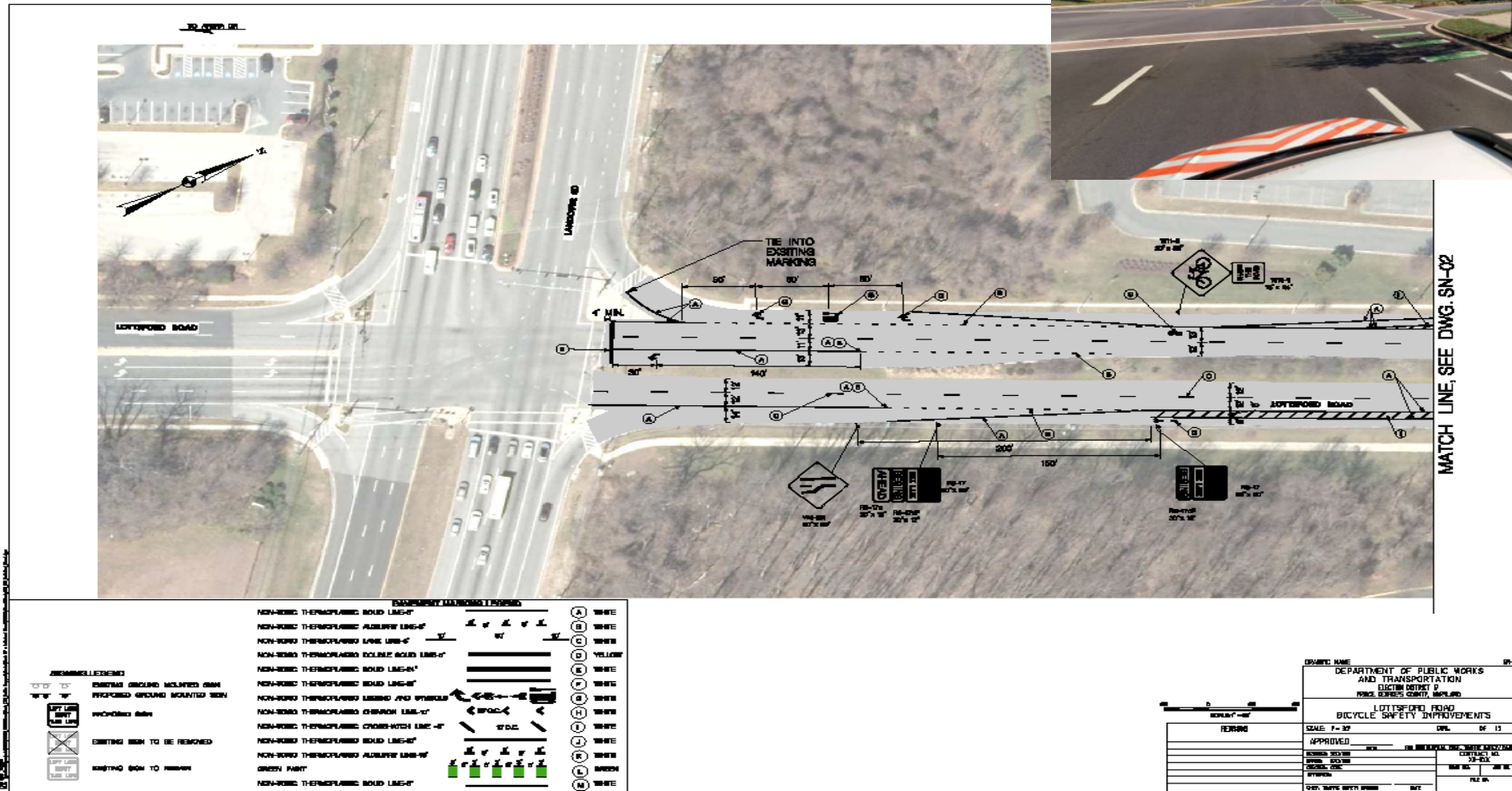
ARDWICK ARDMORE ROAD AT ST. JOSEPHS DRIVE



FORBES BOULEVARD AT FOLLY BRANCH TRAIL



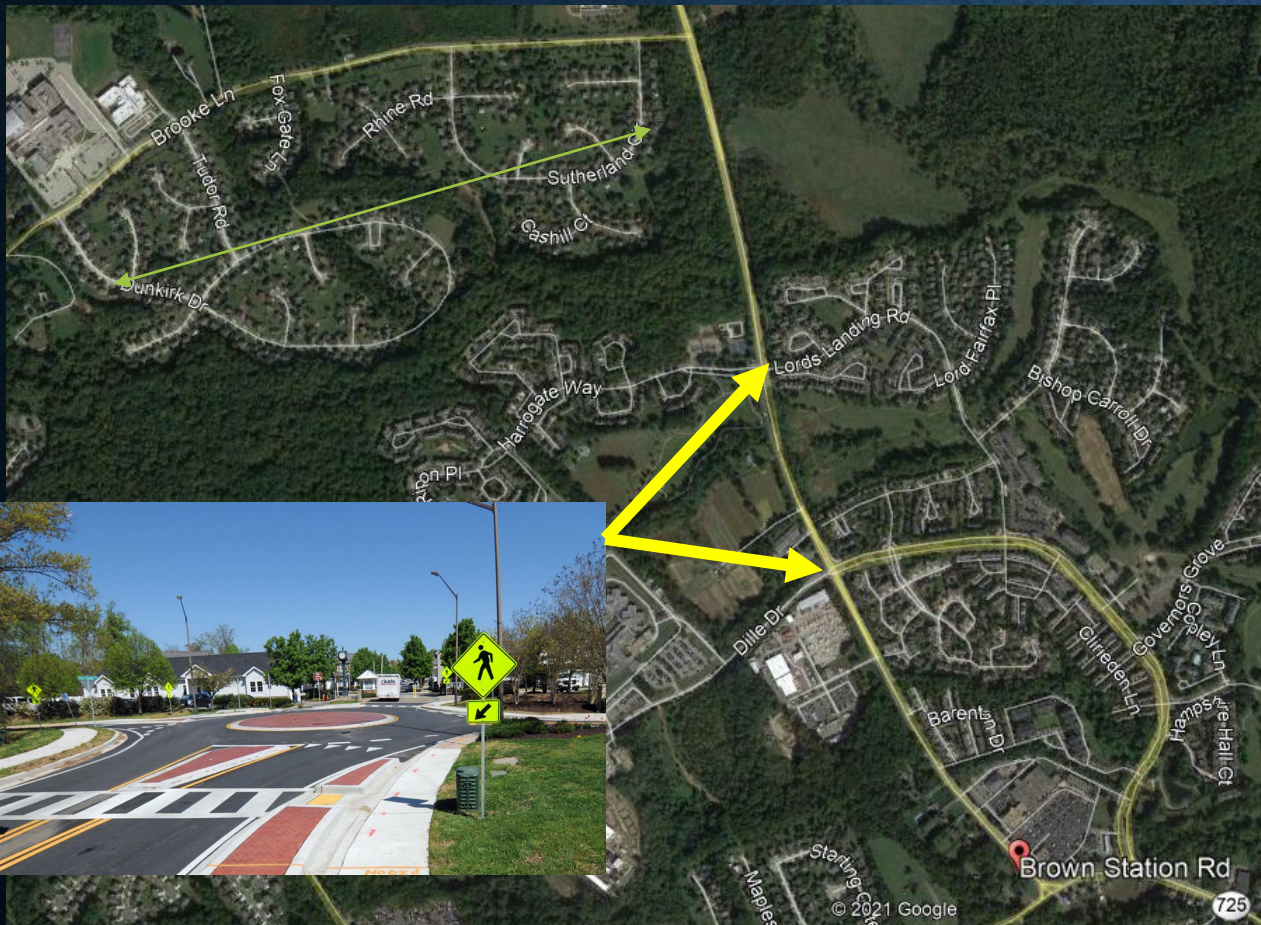
LOTTSFORD ROAD



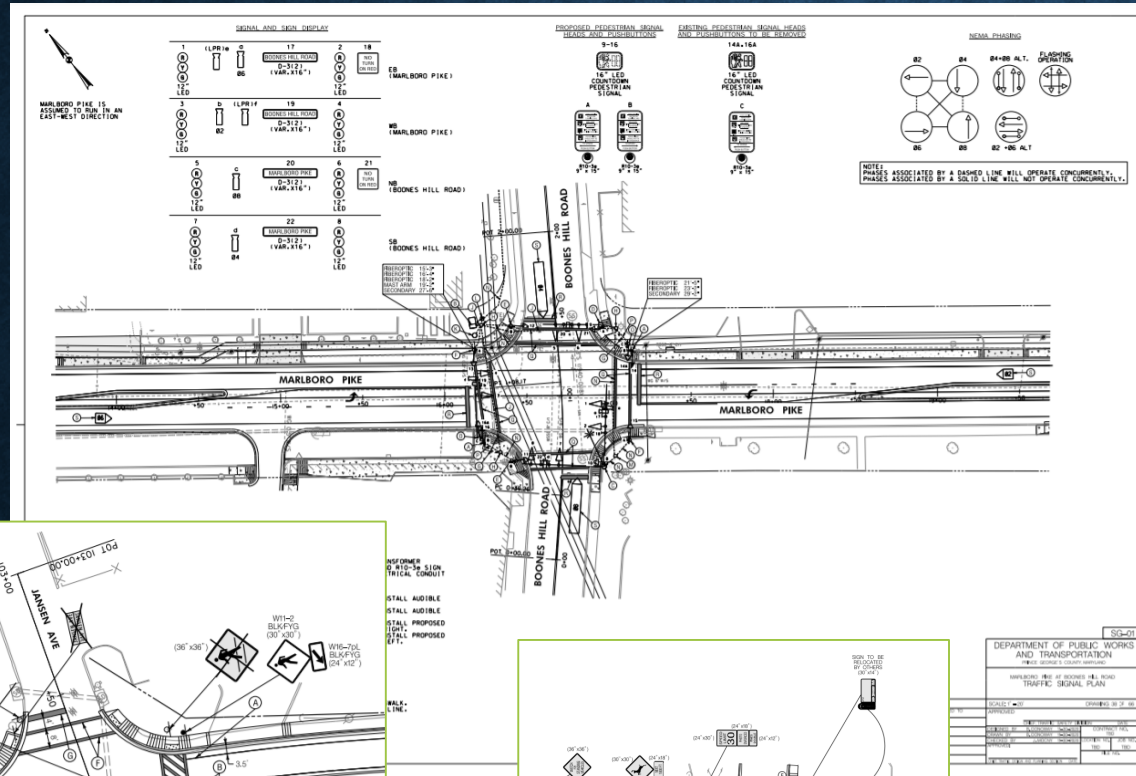
MATCH LINE, SEE DWG. SN-02

BROWN STATION ROAD, BROOK LANE AND JOHN RODGERS BOULEVARD PHASE 1

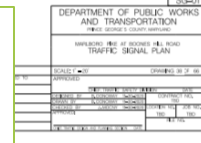
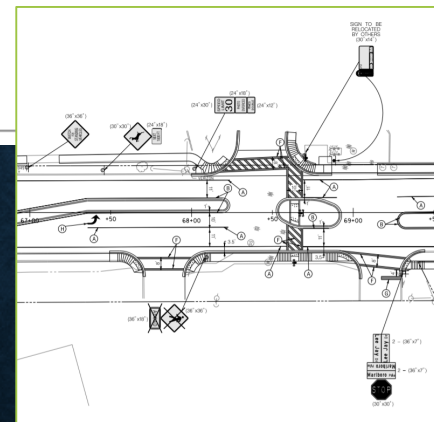
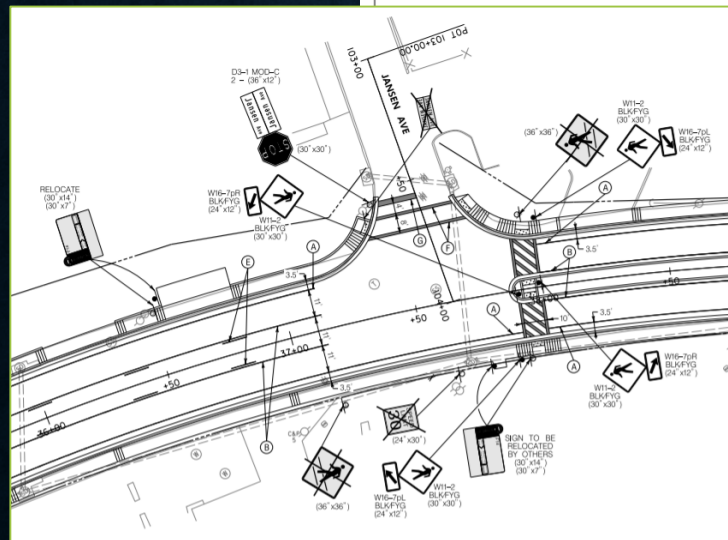
- Provide approximately three (3) miles of new centerline bicycle lanes to connect the residential community with Henry A Wise Jr. HS, M-NCPPC Kings Grant Park, Kings Grant Community Park and Marlboro Village Center.
- New urban roundabout intersection improvements to reduce number and severity of crashes and provide safer crossing conditions for pedestrians.
- Lower prevailing vehicular travel speeds.



MARLBORO PIKE SAFETY IMPROVEMENTS



- New Traffic Signals.
- New medians.
- More visible crosswalks with medians.
- Wider sidewalks.
- Shoulder area for greater separation between vehicles and pedestrians.



TRAFFIC SIGNAL MODERNIZATION

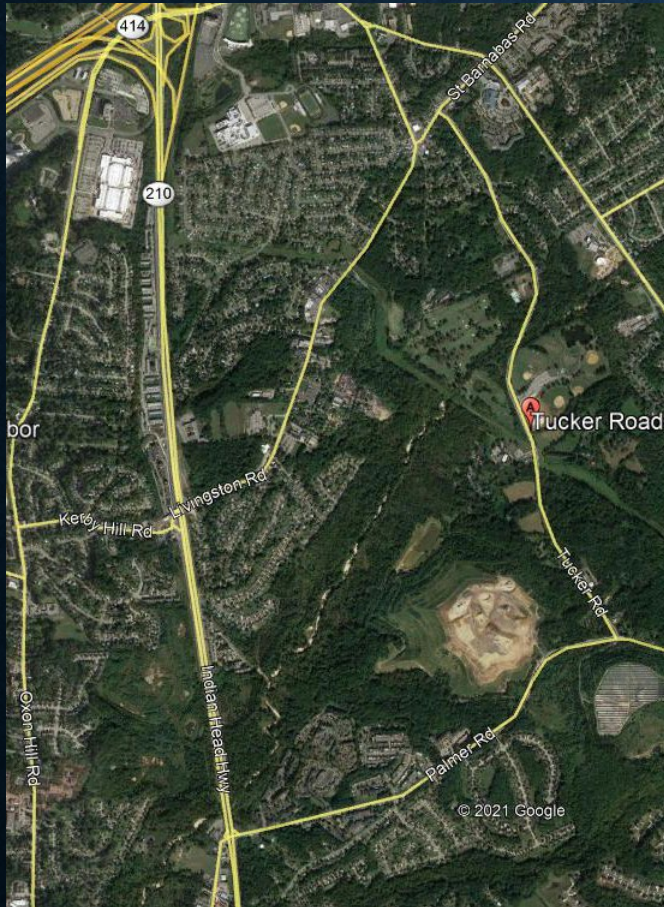
Ager Road at
Hamilton Street
traffic signal



- Traffic Signal Structural Assessment report to replace aging signals.
- Three (3) signals were in “Extreme” conditions and are in the process of re-build.
- Working on additional funding

TUCKER ROAD & PALMER ROAD

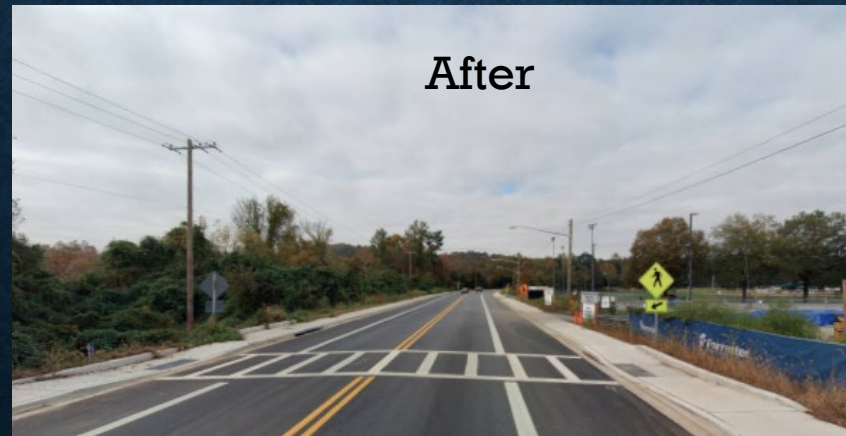
<https://vimeo.com/530260100>



Tucker Road Before



Palmer Road Before



After



After

Q & A

THANK YOU FOR ATTENDING

HADI QUAIYUM
DIVISION CHIEF
TE&SD/OEPM