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**Region United Against Pedestrian and Cyclist Tragedies**  
***A Sampling of Innovative Pedestrian and Cyclist Safety Initiatives***

**District of Columbia (DDOT)**

- As of the end of October, there were 5 pedestrian fatalities, zero bicyclist fatalities, and 15 total traffic fatalities in DC. These are historically low numbers and put the District on track for the lowest annual number of pedestrian and traffic fatalities ever recorded.
- To improve pedestrian crossing safety on busy arterial corridors, in 2013 DDOT will install new crosswalk signals at Florida Ave. and R St. NW, Minnesota Ave. and C St. SE, and on Connecticut Ave. in Cleveland Park and Chevy Chase.
- Implementation continues on the Far SE Livability Study, one of three Livability Studies across the city. In March, refuge crossing islands were installed at five locations along Naylor Road, SE, channeling traffic to one lane in each direction, slowing vehicle speeds and enhancing the safety of pedestrians accessing transit stops and other destinations.
- The Metropolitan Police Department will be out enforcing traffic safety laws during Street Smart this fall. In the spring of 2012, MPD made over 800 contacts with drivers who failed to stop for pedestrians in the crosswalk, over 500 contacts with pedestrians behaving in a risky manner, and over 100 contact with bicyclists violating traffic safety laws.
- In 2013 MPD will roll out new automated enforcement technology aimed at enforcing pedestrian right of way laws on drivers at selected crosswalk locations around the District.
- DDOT has implemented Leading Pedestrian Intervals (LPis) at nearly 100 intersections throughout the city. This simple signal timing technique gives pedestrians the WALK signal three seconds before drivers get a green light. This “head start” for pedestrians reduces conflicts with turning vehicles and is proven to reduce pedestrian crashes.
- The DC Safe Routes to School program has provided assistance to 40 schools since 2008. As part of the program, DDOT assists each school in the creation of an Action Plan for improving the safety and convenience of walking and bicycling to school.
- After 2 years of operation in the District and Arlington, Capitol BikeShare has generated over 2 million bicycle trips on 1250 bikes from 150 stations. There are an average of 90,000 daily rides and currently there are 16,000 annual members.
- DDOT completed several new bike lane projects in 2012, including a protected cycle track on L Street, NW, downtown, and bike lanes on Eye Street SE/SW, 4th Street, SW, and Columbia Road, NW, to boost the District’s total bike lane mileage to 54.

**Maryland Department of Transportation**

- In the last four years, Maryland has allocated \$500,000 in grant funds to the Washington regional *Street Smart* outreach campaign, with additional funds supporting enforcement efforts through its community traffic safety program.
- This year, 16 Maryland law enforcement agencies in Prince George’s and Montgomery Counties will be conducting pedestrian safety outreach and enforcement efforts this fall, supported by grants from the Maryland Motor Vehicle Administration, Maryland Highway Safety Office.
- The Washington Regional Traffic Safety Program is working in collaboration with its partners on a pedestrian safety outreach program to at-risk pedestrians in Montgomery County and Prince George’s County. English and Spanish language public service announcements have been used with “Street Teams” to educate pedestrians and motorists in pedestrian safety zones in high priority areas.
- Maryland traffic law now requires that motorists give bicyclists at least three feet of space when passing. Failing to yield right of way to a bicyclist, resulting in a crash in which the bicyclist is seriously injured can result in a \$1,000 fine and three points on the driver’s record.

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- Maryland has designated more than \$3 million in Safe Routes to School grants in the Washington metropolitan region. Throughout the state there are 48 Safe Routes to School initiatives covering 41 jurisdictions with a total funding of over \$13 million in grants.

**Virginia Department of Transportation (VDOT)**

- The final stages of the I-495 HOT Lanes project are underway. When complete this project will have constructed new or improved bike and pedestrian facilities on 9 bridges crossing the I-495 beltway in Fairfax County. In conjunction with the County, connections from the Hotlanes bicycle and pedestrian facilities are being extended to meet existing routes in the surrounding area.
- Recent bridge projects which include new or improved bike/pedestrian facilities include the Beulah Road bridge widening project where the road has wider shoulders and a new sidewalk, the Old Chesterbrook Road bridge rehabilitation which has a new sidewalk and a connection to the Pimmit Run Trail and the Glebe Road bridge replacement which has a wider sidewalk/path.
- I-66 Multimodal Study inside the beltway was recently completed. It included our first travel time survey of a route by bicycle as well as identifying needed facility improvements along the corridor.
- Virginia's Safe Routes to School program continues to promote a comprehensive approach to enabling and encouraging students (K-8) to walk and bike to school safely. A total of 50 - \$1,000 mini-grants are available this fall. The next two application deadlines are **Thursday, November 15** and **Thursday, December 20**. For information check the VDOT website, call the hotline at 1-855-601-7787 or write to [info@VirginiaSRTS.org](mailto:info@VirginiaSRTS.org).
- Preparation for the 2013 paving season is underway. Two percent of VDOT's annual paving program budget continues to be dedicated to adding shoulders on Northern Virginia roadways at locations where they will also improve bicycle safety and travel. In addition VDOT's NOVA office continues to work with the Localities in identifying roadway striping opportunities to add facilities.
- The NOVA District has installed their first RRFB (Rectangular Rapid Flashing Beacon) on Gallows at Aston. These beacons have been found to increase pedestrian safety at crossings due to their high compliance rate and cost of about \$20,000 at this location. Plans are also underway to install similar beacons at other sites, including on Belmont Ridge Road at the Washington and Old Dominion (W&OD) Trail crossing in Loudoun County.
- Soapstone Drive in Reston recently became the second route in northern Virginia to go on a "road diet," re-striping a mile and a half of the road to reduce through lanes and add turn and bike lanes. The new configuration should improve safety for cyclists and pedestrians, reduce speeds, and reduce crashes by about 30 percent.
- Bicycle signal detection has been implemented on some of the roadway approaches at the intersection of Soapstone and South Lakes.
- VDOT has started installing Sharrow pavement markings and Bikes May Use Full Lane signs around the District as appropriate locations are identified.

**Washington Metropolitan Area Transit Authority (WMATA)**

- Through its capital program, WMATA has been adding and improving safe bicycle and pedestrian access to its Metrorail stations, including adding new sidewalks and curb ramps, bike parking and cameras.
- Metro has incorporated its pedestrian and bicycle safety 'refresher' training into its ongoing new bus operator training program. Operators are instructed on the rules of the road pertaining to pedestrians and cyclists, and provided with the pedestrian and cyclist view of the transportation environment. Additionally, they are brought into the field to observe and assess multi-modal movements in a busy downtown environment.

**Arlington County, Virginia**

- In 2012, Arlington County launched the PAL campaign for safety and courtesy on the streets. PAL stands for being **P**redictable, **A**lert and **L**awful. PAL messaging engages all road users (motorists, cyclists and pedestrians) equally and provides simple tips for smooth interactions when driving, biking or walking. In January 2012, a two-page PAL color spread was included in the County's *Citizen* newspaper (circulation:

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112,550), which is distributed to all Arlington households. PAL outreach continued throughout the year at events, online, via video and through social media. In 2013, the PAL campaign will be expanded, with increased exposure throughout Arlington via additional distribution channels, including County agencies and leadership as well as partner organizations.

- Arlington continues to dedicate a funding stream of \$1 million per year from vehicle registration fees for bicycle and pedestrian safety initiatives. This fund helps implement “Complete Streets” projects, bicycle and pedestrian counting technology and wayfinding signage.
- In 2012, Arlington reconstructed three segments of arterial roadways under its new “Complete Streets” program. This ongoing initiative addresses pedestrian and bicycle safety deficiencies along Arlington’s arterial roadways.
- Arlington has about 90 percent sidewalk coverage of its neighborhood streets, and builds approximately 1.25 miles of new sidewalks each year through its locally funded Neighborhood Conservation program.
- WalkArlington, in cooperation with Arlington’s roadway maintenance program, dedicates funds to upgrade about four dozen ADA-deficient pedestrian ramps and sidewalks per year
- Arlington County has phased out the use of brick crosswalks in new installations and has adopted the use of high-visibility crosswalks on arterial streets to improve safety.
- Installation of “HAWK” signals is in the works for a number of risky arterial road crossings to improve pedestrian safety.
- In 2012, Arlington installed five “green bike lanes” at critical intersections and upgraded a busy section of Clarendon Boulevard to “buffered” bike lanes. More lanes are planned for 2013.
- Arlington County currently has fourteen automated, 24/7 bicycle and pedestrian counting devices operating on its trail systems and bike lanes, the largest installed base of automated counters in the eastern part of the country.
- Currently in its fifth year, Arlington’s volunteer “National Pedestrian and Bicyclist Documentation Project” feeds information about bicycle and pedestrian travel behavior into a nationwide database and helps calibrate the network of automated counters.
- In response to increased trail use by bicyclists and pedestrians, Arlington County has expanded distribution of user-friendly, bilingual (English and Spanish) flyers offering customized safety tips for cyclists and pedestrians on “sharing the way” with other trail users.
- WalkArlington and BikeArlington are now developing tools for a survey of Arlington walkers and bicyclists to be administered in summer of 2013, as a follow-up to surveys conducted online and at trail intercepts in the County in summer of 2011. These surveys help gauge awareness, perceptions and use of WalkArlington and BikeArlington resources, programs and services. Survey results are used to determine areas of need, address issues of concern, expand outreach, and develop new programming.
- In 2012, BikeArlington provided 62 bike education sessions of various kinds. These include Learn to Ride classes, instructional bike rides, in-class sessions on riding and safety tips, commuter seminars at employer sites and youth bike education sessions at schools. All these sessions are taught by League Certified Instructors, including three BikeArlington staff. These classes cover a wide range of ability and experience levels from complete beginners who need to learn how to ride a bike to experienced cyclists looking to improve their skills on urban streets. Classroom, open lot and road instruction are all included in the classes. Approximately 725 individuals have participated in these classes in 2012.
- In September of 2012, Arlington County, in partnership with Washington D.C., celebrated the second anniversary of Capital BikeShare, the largest bike-sharing program in the nation. Alexandria joined the program in July 2012. The system currently consists of 190 stations and 1700 bikes with 45 stations and 500 bikes in Arlington. After two years, there are more than 18,000 Capital BikeShare annual members, and ridership averages over 7000 trips per day.
- BikeArlington has continued its successful employer outreach efforts by promoting and assisting with the League of American Bicyclists’ Bicycle Friendly Business program. Arlington is one of the leaders in this program with 21 awarded businesses (including the main Arlington County government office.).

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- BikeArlington continues to design, update, print and distribute the popular Arlington County Bike Map, which includes an extensive section on safety tips. More than 50,000 of these maps are distributed per year.
- BikeArlington's annual "Lights for Bikes" initiative distributed 4000 lights to cyclists and pedestrians who were traveling at night without them. Reflective leg bands and vests are also distributed by BikeArlington and WalkArlington at outreach events throughout the year.
- In Fall 2012, Arlington County's WalkArlington and BikeArlington programs partnered with Arlington Public Schools on Walk and Bike to School Day (October 3, 2012). The County programs also supported implementation of recent system-wide reductions in school bus service by providing information on pedestrian and bike safety to elementary, middle and high school students throughout the County.
- Throughout 2012, Arlington has expanded promotion of its 2011 designation as a Gold-Level "Walk Friendly Community" via safety education, special events, outreach activities, and communications highlighting the elements and benefits of a walk friendly community.
- Arlington County continues to distribute large quantities of the bicycle and pedestrian safety guides listed below. These are provided by request through Arlington County's free transportation brochure distribution service as well as at community events throughout the year. Both are available in English and Spanish.
  - *Safe Bicycling in the Washington Area* booklets, written by the Washington Area Bicyclists Association.
  - *Sharing the Road in Virginia – Laws and Safety Tips for Bicyclists and Pedestrians* written by BikeWalk Virginia.

#### **Fairfax County, Virginia**

- Fairfax County Police Department (FCPD) conducts pedestrian safety enforcement in high pedestrian crash areas countywide. The FCPD conducts pedestrian enforcement and public awareness through all District Stations as part of traffic enforcement plans each year.
- Fairfax County has designated \$75 million in federal, state and county funding to construct pedestrian improvements in high-priority areas. Fifty major projects were completed over past two years. Bus stop improvements are underway at priority stops. More than 300 pedestrian projects and bus stop improvements are being designed for construction over the next few years.
- Fairfax County collaborated with VDOT to install over 1,000 modern LED countdown signals, more than any other jurisdiction in Virginia.
- Fairfax County developed a countywide network of preferred bike routes and produced their first bike map. A high-quality cartographic map allows cyclists to plan bike trips and connections across the County.
- Fairfax County has designated full-time staff to lead the County's efforts on pedestrian and bicycle issues.
- In coordination with VDOT, roadways in Fairfax County are being retrofitted with on-road bike lanes.
- The county is in the process of trying to retrofit signals with pedestrian heads.
- The County also constructs a 5' sidewalk and a 10' trail with the construction of roadway projects.
- With updates to the Comprehensive Plan, the County added a Community Design Plan that has a section devoted to Site Design with; fitting the building into the site context, quality of the public space, connections to walk and enhancing and protecting the natural environment.
- Some Comprehensive Plan roads are designated to have designated bike lanes.

#### **City of Falls Church, Virginia**

- The City of Falls Church conducts bicycle and pedestrian safety enforcement in busy pedestrian areas on a regular basis.
- The City of Falls Church is in the process of replacing 38 pedestrian signal heads with LED countdown heads.
- The City is in the process of installing ten new pedestrian signal heads (countdown LED) where they do not currently exist.
- The City was awarded \$472,000 in Safe Routes to School funds in 2011 to implement two projects. One project will make make improvements at the City's middle school to improve circulation on the campus to

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make it safer for walkers and bikers. Another project will install a sidewalk and a pedestrian refuge area on a busy street where children walk to school and catch the bus.

- The City has over \$1 million in funding dedicated to pedestrian and bicycle improvements to build new infrastructure and upgrade existing facilities over the next few years.
- The City has funding to construct new bus shelters citywide.
- The City is in the process of designing an intermodal transit plaza that will feature a bicycle way station with an air pump, bicycle racks and benches.
- The City hosted its first Bike to Work Day pitstop in 2011. The event drew more than 300 participants.
- The City's draft Public Facilities manual outlines standards for corner bump outs, which will improve pedestrian safety at intersections.

#### **Loudoun County, Virginia**

- The Countywide Transportation Plan along with the Bicycle and Pedestrian Mobility Master Plan provides policy guidance for bicycle and pedestrian facilities in the County.
- The Loudoun County Board of Supervisors adopted the Countywide Bicycle and Pedestrian Accommodations Priorities List in October 2011. We are currently working on several of the initiatives that were identified in the priorities list.
- The County works with MWCOG on regional bicycle and pedestrian issues, and is hosting the Fall 2012 Street Smart safety media event at the Washington & Old Dominion trail crossing along Belmont Ridge Road in Ashburn, VA on November 14, 2012
- The County works with VDOT on all road design/construction projects to ensure necessary bicycle and pedestrian facilities are incorporated.
- The County works with private developers during the legislative land development application process to ensure necessary bicycle and pedestrian links are provided.
- The County works with the community on several traffic calming initiatives that improve conditions to bike and walk.
- The County is participating in the Herndon Metrorail Stations Access Management Study that would look into the planning of necessary bicycle and pedestrian connections to the future Metrorail stations.

#### **Montgomery County, Maryland**

- In 2011, pedestrian fatalities declined for the third year in a row, down from 19 in 2008 to 11 in 2011. In 2012, as of today, November 14, there have been 5 pedestrian fatalities in Montgomery County. The number of total pedestrian collisions also continues to decline - - there were 8% fewer pedestrian collisions county-wide in 2011.
- Not only are the numbers of pedestrian collisions and fatalities continuing to decline in Montgomery County, so is the severity of injuries resulting from those collisions. The percentage of total pedestrian collisions that involve serious injury or fatalities in Montgomery County has dropped from over 33% before 2007 to under 23% in 2012. The reduction in speeding due to speed cameras and traffic calming measures is thought to contribute to this positive trend.
- Since 2007, many traffic calming projects that slow the speed of traffic to the posted speed limits have been constructed. These bulb-outs, pedestrian refuge islands, and lane narrowing with enhanced pedestrian crossing facilities have been built throughout the County including at Rainbow Drive, Jones Bridge Road, Franklin Avenue, Cedar Lane, Waring Station Road, Dale Drive, Castle Boulevard, Grubb Road, Battery Lane, Prince Phillip Drive Hewitt Avenue Lockwood Drive, Calverton Boulevard, Fairland Road, Arcola Avenue, Aspen Hill Road, and Connecticut Avenue. Evaluations of the projects completed since 2007 show that all have reduced speeds to near posted speed limits, dropping speeds by as much as 11 mph. With reduced speeds, the number of pedestrian collisions in these locations has dropped by 35%.
- Montgomery County's Speed Camera Enforcement Program now has over 100 fixed and mobile locations. The County's mobile and portable enforcement units allow the County to expand into additional



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areas to provide broader speed enforcement actions. Speed cameras have been highly effective in Montgomery County, reducing speeding by over 70 percent.

- In 2008, Montgomery County began addressing pedestrian safety improvements in locations with the highest concentration of pedestrian collisions, known as “High Incidence Areas.” Ten pedestrian-traffic road safety audits of these areas have now been completed: 1) Piney Branch Road, between Flower Avenue and the Prince Georges County Line, 2) Wisconsin Avenue in Downtown Bethesda, between Montgomery Avenue and Leland Street, 3) Georgia Avenue in Downtown Silver Spring, between Spring Street and Sligo Avenue, 4) Rockville Pike between Halpine Road and Hubbard Drive, 5) Four Corners, at the intersection of Colesville Road and University Boulevard, where Blair High School is located, 6) Reddie Drive in Downtown Wheaton, 7) Randolph Road at Veirs Mill Road between Selfridge Road and Colie Drive, 8) Connecticut Avenue in Aspen Hill, between Georgia Avenue and Independence, 9) Colesville Road in Silver Spring, between Fenton Street and North Noyes Street, and 10) Old Georgetown Road in Bethesda, between Wisconsin Avenue and Cordell Avenue. These audits identify the many operational and engineering improvements needed to improve pedestrian safety. Much work has now been completed at these locations. Enhanced enforcement and education activities are also being implemented with the engineering improvements. Pedestrian collisions have declined 45% where these efforts in the High Incidence Areas have been employed.
- The County’s first bilingual (Spanish/English) grassroots pedestrian safety campaign was conducted in 2010. Since then, the program has been expanded to include three teams supported by over 20 community volunteers. Using these Pedestrian Safety Education Teams, groups of five to eight Spanish-speaking educators approach pedestrians exhibiting unsafe pedestrian behaviors on the street, and inform them about ways to stay safe. Informational materials, as well as retro-reflective items and shopping bags are distributed to pedestrians.
- Montgomery County’s Safe Routes to School Program implemented safety improvements at 22 elementary and middle schools in 2010. In addition, education and enforcement activities have been or are being implemented at 34 elementary and middle schools. Student tally surveys taken of Grant B and Grant C schools from 2009 to 2010 show an overall increase in the number of students walking. And over 50 schools and 18,000 students county-wide participated in the 2012 International Walk to School Day held in October. At schools where engineering, education, and enforcement actions have been targeted, there has been a 72% in pedestrian collisions.
- A new pedestrian safety web site was launched October 26 and can now be viewed at: [www.montgomerycountymd.gov/walk](http://www.montgomerycountymd.gov/walk)  
There is a great deal of information on Montgomery County’s program on this web site.

#### **Prince William County, Virginia**

- The County also constructs a 5’ sidewalk and a 10’ trail with the construction of roadway projects.
- With updates to the Comprehensive Plan, the County added a Community Design Plan that has a section devoted to Site Design with; fitting the building into the site context, quality of the public space, connections to walk and enhancing and protecting the natural environment.
- Some of the County’s Comprehensive Plan roads are proposed to have designated on-road bike lanes.
- The County is partnering with the Prince William Trails and Streams Coalition and the Prince William Trails and Blueways Council to support the Safe Routes to School Program.
- The County was recently awarded its first ever Safe Routes to School grant to purchase materials for Rockledge Elementary School’s BMX Rodeo Day
- Prince William County continues its participation in the region’s Bike to Work Day going from 1 pit stop in 2010 to 7 pit stops in 2012. This rapid increase in the number of pit stops is expected to continue.

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**City of Rockville, Maryland**

- The City of Rockville continued constructing new sidewalks through its Sidewalk Prioritization Policy and upgrading sidewalk ramps to comply with Americans with Disabilities Act Accessibility Guidelines.
- City staff implemented a Safe Routes to School infrastructure program and designed pedestrian safety improvements around a local elementary school. This project was accomplished through grant money made available through the Maryland State Highway Administration.
- City staff continued to meet with the Pedestrian and Bicycle Safety Committee with representatives from each department responsible for one of the three “E’s” of pedestrian/ bicycle safety. This group also has citizen representation from the Traffic and Transportation Commission and Rockville Bike Advisory Committee. This Committee prepared public service announcements on the City’s local cable channel, website, and public school announcements. In addition to these service announcements, the City printed cards with safety tips for pedestrians, bicyclists, and motorists.
- The City received a grant to implement pedestrian and bicycle access around the Twinbrook Metrorail station and complete streets around the Rockville Metrorail station. Staff is currently starting the design phase of this project and plans to begin implementing these improvements in summer 2014.
- The City received a technical assistance grant to analyze transportation development impacts, including non-auto impacts, as a result of developments occurring inside and outside the City limits.
- The City coordinated with Ride On and WMATA to move a mid-block bus stop to a signalized location. A multi-lingual pedestrian safety campaign was conducted for persons using this bus stop.

**Note:** Individual jurisdictions continue to explore engineering initiatives including improved sidewalks, sightlines, signals and markings, traffic calming and the use of technology, such as laser detectors and the "runway" lighting for crosswalks.

*\*All data provided by individual jurisdictions.*