

*One Region Moving Forward*

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

**District of Columbia (DDOT)**

- To improve pedestrian crossing safety on busy arterial corridors, as of April 9, DDOT has installed three new HAWK pedestrian signals (16<sup>th</sup> St. and Jonquil St. NW, Minnesota Ave. and C St. SE, Connecticut Ave. and Northampton St. NW). DDOT will install 15 additional traffic signals within the next two months, including two additional HAWK signals and several standard traffic signals that will improve pedestrian crossing safety at critical locations.
- Implementation continues on the multiple Livability Studies in all parts of the City. One example are the refuge crossing islands that were installed at five locations along Naylor Road, SE, calming traffic speeds and improving the safety of pedestrians crossing to transit stops and other destinations.
- The Metropolitan Police Department will be out enforcing traffic safety laws during Street Smart this spring. Last spring, MPD made over 800 contacts with drivers who failed to stop for pedestrians in the crosswalk, over 500 contacts with pedestrians behaving in an illegal manner, and over 100 contacts with bicyclists violating traffic safety laws.
- This year, 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 over the last two years. This simple signal timing technique gives pedestrians the WALK signal several 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 34 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.
- Since it began just over 2 years ago, the Capitol BikeShare system has generated over 4 million bicycle trips. There are currently 1690 bikes available at 202 stations in DC, Arlington and Alexandria. The system hit a new one-day record on April 2 with 9,660 BikeShare trips. System-wide there are an average of 200,000 monthly trips from March through October. 30 new stations will be installed in the next two months in DC.
- 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 56. As a counterpart to the L St. cycle track, a protected cycle track on M St. NW is schedule to be installed this summer.

**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, 14 Maryland law enforcement agencies in Prince George’s and Montgomery Counties will be conducting pedestrian safety outreach and enforcement efforts in the month of April, 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 and Prince George’s Counties. 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. Local law enforcement collaborates to do enforcement in the same 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.
- Maryland State Highway Administration is working on Statewide Pedestrian and Bike safety campaigns with the first happening in Ocean City this summer.
- The Maryland Strategic Highway Safety Plan Pedestrian emphasis area team will start meeting again this spring and will work to improve pedestrian and bike safety throughout the state of Maryland.

**Virginia Department of Transportation (VDOT)**

- The final stages of the I-495 Express 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 project's bicycle and pedestrian facilities are being extended to meet existing routes in the surrounding area.
- The new Telegraph to Eisenhower Path Connection over the I-495 beltway was just completed as part of the Telegraph Interchange re-construction project.
- Design is proceeding on the I-95 NB ramp to the NB Fairfax County Parkway. This project included a new separated path crossing of the interstate.
- Construction will be started on the Sycolin Bridge overpass crossing the Rt.15 Bypass in Leesburg. It will include a sidewalk and a shared use path on the overpass bridge.
- 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.
- The NoVA Bicycle and Pedestrian Count Program is changing its focus from counting along trails (corridors) to counting how many non-motorized users cross major barriers like the I-495 beltway. This information can be used to justify pedestrian bridges or the addition of sidewalks, paths and shoulders on new or reconstructed interstate bridges. One of the first counts performed showed that people used the Shirlington Pedestrian Bridge at all times of the day (21 out of 24 hours).
- 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. I. The next two application deadlines for Quick Start Mini-grants are **April 18<sup>th</sup>** and **May 16<sup>th</sup>**. 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.
  - VDOT's NOVA office continues to work with the Localities in identifying roadway-stripping opportunities to add bicycle facilities.
  - Two percent of VDOT's annual shoulder paving budget continues to be dedicated to adding shoulders on Northern Virginia roadways at locations where they will also improve bicycle safety and travel.
- The NOVA District is installing their next RRFB (Rectangular Rapid Flashing Beacon) on Belmont Ridge Road at the Washington and Old Dominion (W&OD) Trail crossing in Loudoun County. These beacons have been found to increase pedestrian safety at crossings due to their high compliance rate. They cost around \$20,000 to install.
- Preliminary data on Lawyers Road, Northern VDOT's first road diet project, show crashes dropped from an average of 15/year over 4 years down to an average of 3 crashes per year over the first 2 years. Public support was mixed prior to the change, but after one year, 74% of survey respondents felt the change was an improvement.
- Bicycle signal detection has been implemented on some of the roadway approaches at the intersection of Soapstone and South Lakes.
- VDOT installs Sharrow pavement markings and Bikes May Use Full Lane signs around the District as appropriate locations are identified.

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**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.

**City of Alexandria, Virginia**

- The City of Alexandria, joining Arlington County and the District of Columbia, launched Capital BikeShare with the installation of eight stations in Old Town Alexandria in 2012.
- Fulfilling the City's Complete Streets Policy adopted by the City Council in 2011, the City has hired a Complete Streets Coordinator and budget for installing Complete Streets throughout the City. As result, the City now has two full-time staff working within the Pedestrian and Bicycle Program.
- The number of City-sponsored bicycle education courses has steadily increased since 2010, with the number of classes nearly doubling each year. Learn to Ride classes, instructional bike rides, in-class sessions on riding and safety tips, and commuter seminars at employer sites are offered.
- Another key component of the City's Pedestrian and Bicycle Mobility Plan will complete construction in 2013, a trail crossing that links the Holmes Run Trail to Fairfax County trail network.
- The City's Safe Routes to School Program continues to provide education and encouragement programs through Walk to School Day, Walking Wednesday programs, and Bike Rodeo's coordinated by the Alexandria City Public Schools Safe Routes to School Program. The City completed a comprehensive intersection improvement at Charles Barrett Elementary School in 2012, as well as installed over 25 pedestrian and bicycle improvements throughout the City.
- In 2012, the City completed a road diet and bike lane installation on Slater's Lane, which provides an important connection to the Mount Vernon Trail
- The City revised Alexandria Bike Map, providing a new edition in 2012. More than 30,000 copies of the map are distributed each year.
- In 2011, Alexandria was designated as a Silver-Level "Walk Friendly Community"
- In 2012, in partnership with the Alexandria Bicycle and Pedestrian Advisory Committee, the Arlandria-Chirilagua Business Association, and Local Motion, over 200 lights were provided and installed on bicycles for the City's "Got Lights?" event in the Arlandria neighborhood and along the Four Mile Run Trail
- Alexandria added two new Bike to Work Day pit stops in 2012, in addition to the well-attended Old Town pit stop
- Trail connections from the Mount Vernon Trail to the Woodrow Wilson Bridge Trail were completed in Jones Point Park in 2012
- The Union Street Corridor Implementation Plan was adopted in 2012, which provides extensive pedestrian and bicycle improvements for Union Street in Old Town Alexandria
- The Alexandria Pedestrian and Bicycle Advisory Committee is in their second year of participating in the "National Pedestrian and Bicyclist Documentation Project" helping to identify bicycle and pedestrian travel behavior in Alexandria and providing this into a nationwide database
- The City of Alexandria continues to distribute large quantities of the bicycle and pedestrian safety guides listed below at 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.

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**Arlington County, Virginia**

- In 2013, Arlington is building on its PAL campaign for safety and courtesy from all road users. Arlington County Board Chairman, Walter Tejada stressed the importance of this campaign by including it as one of his 2013 priorities and Mr. Tejada will be a spokesperson for PAL throughout the year. 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. A PAL insert was published in the Citizen newspaper (circulation 112,550) for the second consecutive year and a PAL online toolkit is now available so that everyone can help spread the message. Arlington is also holding a PAL art/design contest for middle and high school students, with the winning design being used as the wrap for an ART bus.
- 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

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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.).
- 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 \$102 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.

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**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 improvements at the City's middle school to improve circulation on the campus to 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 2012. 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 is beginning work to identify missing bicycle/pedestrian links around the future Metrorail stations to ensure connectivity by station opening.
- The County is developing an inventory list of all the pedestrian signals and ramps at intersections with the ultimate goal of upgrading these facilities where needed.
- The County works with MWCOG on regional bicycle and pedestrian issues, and hosted 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 2012, pedestrian fatalities declined to an historic low of 6, down from 19 in 2008. While final numbers for 2012 are not yet compiled, through the end of 2011, there were 12% fewer pedestrian collisions in Montgomery County.
- Not only are the numbers of pedestrian collisions and fatalities continuing to decline in Montgomery County, and 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 over 21% since 2008. The reduction in speeding due to speed cameras and traffic calming measures is thought to contribute to this positive trend.

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- 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 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 30 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 are now 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 George's County**

- Prince George's County recognizes the need to address pedestrian safety in the County and has moved aggressively in tackling the problem. In November of 2012, CountyStat issued a presentation on the pedestrian collision problem in the County, siting locations where various remedies could be applied and provided analysis of where the problems are most severe. The document noted that 77% (83% the previous year) of crashes take place on State roads, and that continuous street lighting is not provided on those roadways, in contrast to county roads. Since November, the State Highway Administration and the

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Department of Public Works and Transportation (DPW&T) have been working closely together along with Montgomery County and other jurisdictions in the State in developing a statistical methodology for prioritizing pedestrian crashes.

- Prince George's County has been very active in the Safe Routes to Schools Program, receiving almost \$900,000 for improvements around schools in inner-beltway communities, and has applied for almost \$2.2 million in the most recent round for improvements in the Riverdale Park and Suitland Transforming Neighborhoods Initiative Communities, the latter focusing much attention to Marlboro Pike, the County road with the most pedestrian collisions and fatalities among students and adults alike.
- Prince George's County has an aggressive Green/Complete Street program which leads the nation in combining the two approaches. This program takes the elements from both complete streets and green roads to combine them into one typical section, like sidewalks/paths, bike lanes, bio-retention/sustainable stormwater techniques, etc. Several County roads are funded for construction and/or design.
- In 2012, the Prince George's County Council passed CB-2-2012, an act concerning adequate public pedestrian and bikeway facilities in the County's Centers and Corridors. The Maryland-National Capital Park and Planning Commission, together with the Department of Public Works and Transportation as well as other relevant agencies and individuals are developing implementation guidelines to carry out this ordinance by June 1, 2013. The law is to help in creating more complete urban, pedestrian friendly networks in transit-oriented developments/communities.
- DPW&T has been moving aggressively in advancing its ADA compliance program completing sidewalk, bus shelter and necessary gap improvements throughout the County. In addition, the County has been moving forward in adding sidewalk around schools, especially in Transforming Neighborhood Initiative Communities.
- DPW&T has with the appropriate community consent and input, moved forward with traffic calming such as speed humps to address both traffic concerns and pedestrian safety.
- In recent years Prince George's County has made several improvements to signal systems benefitting pedestrians, some examples include:
  - Signal upgrade to include audible equipment at Good Luck Road and Palomar Drive
  - Paint Branch Parkway Mid-Block Pedestrian Signal at the Paint Branch Trail Crossing
  - Signal replacement at Marlboro Pike and Boones Hill Road, providing pedestrian improvements
  - Signal replacement at Brinkley Road and Temple Hill Road, providing pedestrian improvements
  - Signal replacement at Brinkley Road and Allentown Road, providing pedestrian improvements

**Prince William County, Virginia**

- The County 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.
- The County works with developers during the rezoning process to ensure that residential developments include trails and pedestrian facilities
- The County is in the process of installing new pedestrian signal heads they do not currently exist.
- In coordination with MWCOG, the County will host a Street Smart Pedestrian Safety Zone in the spring of 2013.

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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.*