

***A Sampling of Innovative Pedestrian and Bicyclist Safety Initiatives
Fall 2014***

District of Columbia (DDOT)

- To improve pedestrian crossing safety on major arterial corridors, in 2013 DDOT installed five new HAWK pedestrian signals. DDOT also installed 15 additional traffic signals during 2013, including several standard traffic signals that improve pedestrian and bicyclist crossing safety at critical locations. Several new locations are in design.
- In the fall of 2013, MPD rolled out new automated enforcement technology aimed at drivers who run stop signs or fail to stop for pedestrians in crosswalks at 24 locations around the District.
- DDOT has implemented Leading Pedestrian Intervals (LPIs) at over 120 intersections throughout the city over the last several 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 over 37 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.
- Began just over 4 years ago, the Capital BikeShare system generated an average of over 200,000 bicycle trips per month in 2013. There are currently over 2900 bikes available at 340 stations in DC, Arlington and Alexandria.
- DDOT has completed 9 miles of new bike lanes so far in 2014, boosting the District’s total bike lane mileage to nearly 68. As a counterpart to the L St. cycle track, a protected cycle track on M St. NW was completed in May.

Maryland Department of Transportation

- In the last five years, Maryland has allocated almost \$700,000 in grant funds to the Washington regional Street Smart outreach campaign, with additional funds supporting enforcement efforts through its regional traffic safety program.
- This year, 15 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’s, Highway Safety Office. Additional agencies will participate although but not with grant funding.
- Multiple law enforcement agencies and community groups use the Street Smart materials during the campaign and throughout the year to help promote safe behaviors in their communities.
- 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 these locations.
- 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.
- The Maryland State Highway Administration (SHA) will be launching a statewide bicycle safety campaign in April 2014.
- The Maryland Strategic Highway Safety Plan pedestrian emphasis area team is working to improve pedestrian and bike safety throughout the state of Maryland.

Virginia Department of Transportation (VDOT)

- Construction is proceeding on the Route 50 Widening project in Fairfax and Loudoun Counties. The project will include a shared use path on both sides.
- The Stringfellow Road widening project is continuing to be built with a sidewalk on one side, a shared use path on the other side and 14' wide curb lanes.
- Construction is proceeding on the Route 7 widening between Rolling Holly Drive to Reston Avenue. Shared use paths are planned for both sides.
- VDOT NOVA District will start construction soon on a new, shared use path bridge over I-395 at Seminary Road in Alexandria. The new bridge designed in conjunction with the City of Alexandria will be ADA compliant and replaces the existing 4'-10" wide sidewalk that currently runs next to the traffic lanes.
- VDOT NOVA District is completing a study evaluating US Bicycle Route 1 in the Northern Virginia District. USBR1, identified by AASHTO (the American Association of State Highway and Transportation Officials), runs from Maine to Florida. The portion in Virginia was one of the first two national bicycle routes originally identified in 1982.
- VDOT NOVA District Infrastructure is completing Phase 1 repairs on the 26 mile Fairfax County Parkway Trail. Repair costs exceeded \$350,000.
- Construction is about to start on the I-66 widening project in Prince William County. All crossings have plans for shared use paths.
- 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. February was Crossing Guard Appreciation Month when schools and parents nominated their guards to be recognized as one of "Virginia's Most Outstanding Crossing Guards of 2013". VDOT gave 3 outstanding awards and 2 honorable mentions to guards in the Northern Virginia District. For information check the VDOT website, call the hotline at 1-855-601-7787 or write to info@VirginiaSRTS.org.
- The 2014-15 paving season is underway by VDOT's Infrastructure Staff.
 - New four-foot shoulders are planned for portions of Old Keene Mill Road, Dale Blvd, Rt. 15 and the EB side of Braddock Road.
 - VDOT's NOVA office continues to work with the Localities in identifying roadway-striping opportunities to add bicycle facilities. Bike lanes are planned for Courthouse Road (west of Vienna) and Sherwood Hall Lane. Last year road diets were implemented on River Birch Road in Herndon and Oak Street in Fairfax County.
- The Reston Parkway corridor was a test case for traffic signals using the "rest in walk" phasing option for the side streets. Since this test was successful, VDOT is looking for other opportunities in the District where this signal phasing option can be implemented.
- A bicycle signal detection loop was implemented at the intersection of Soapstone and Sunrise Valley Drive last year.
- VDOT installs Sharrow pavement markings and Bikes May Use Full Lane signs around the District as appropriate locations are identified.
- A path along Chain Bridge under I-495 is being designed. It is part of the on-going effort between VDOT and Fairfax County, to complete the neighborhood connections to nine I-495 beltway crossings.

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- New bike lockers have recently been installed at three park and ride lots.
 - Telegraph Road near the intersection of Caton Hill Road
 - Cushing Hill Road near the Prince William County Parkway
 - In Saratoga area of Fairfax County on Barta Road

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.
- Metro launched a new rail and bus passenger safety campaign to remind transit passengers how to be safe on and around Metrobus and Metro rail.
- Metrobus also uses its on-board announcer system to convey safety messages to Metrobus customers, including pedestrian safety tips.

City of Alexandria, Virginia

- Fulfilling the City's Complete Streets Policy adopted by the City Council, the City has installed over 100 new and refurbished crosswalks, installed its second HAWK pedestrian signal in 2014, and added rapid flashing beacons at three crosswalks in the City, in addition to completing safety upgrades throughout the City.
- Alexandria Police Department (APD) conducts pedestrian safety enforcement in high pedestrian crash areas citywide.
- The City of Alexandria was named a silver level "Bicycle Friendly Community" by the League of American Bicyclists in 2013, and over the last year, has installed over 11 lane miles of bicycle lanes and shared-lane markings, including a green bicycle box along the Commonwealth Avenue bicycle route.
- 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.
- Another key component of the City's Pedestrian and Bicycle Mobility Plan completed construction in 2013, a trail crossing that links the Holmes Run Trail to Fairfax County trail network.
- The City of Alexandria expanded the Capital Bikeshare system in Alexandria by adding eight additional stations in 2014.
- The number of City-sponsored bicycle education courses has steadily increased, 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.
- In fulfilling Alexandria's designation as a Silver-Level "Walk Friendly Community", the City completed comprehensive pedestrian safety improvements along South Washington Street corridor in 2013.
- In 2013, Alexandria's Local Motion program installed over 200 lights on bicycles for the City's "Got Lights?" event and has another event planned for 2014.
- The Alexandria Pedestrian and Bicycle Advisory Committee is in their third 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.

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- 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.

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 in English and Spanish so that everyone can help spread the message. Arlington also held a PAL art/design contest for middle and high school students, with the winning design being used as the wrap for an ART bus. 2000 reflective PAL string bags were distributed at the County Fair.
- 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 2013, Arlington reconstructed three segments of arterial roadways under its “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.
- In 2013 Arlington has installed its first “HAWK” signal, with three more on the way next year. HAWKs are a good way to protect pedestrians and cyclists at crossings without inducing undesirable cut-through traffic or creating delays.
- Since 2012 Arlington has marked almost a half-mile of “green bike lanes” at 16 critical locations and upgraded two arterial roadways to “buffered” bike lanes. Arlington is also working on plans for two cycletracks that together will create a two-mile long path through Pentagon City and Crystal City. Arlington County currently has 30 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.
- 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.
- In 2013, BikeArlington provided over 50 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.

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- Through the participation in the regional Capital Bikeshare program, Arlington distributed biking safety tips to Bikeshare users on the bike handlebars, on the stations, in the monthly email newsletter to members and in the member registration packets. The system now serves approximately 10,000 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 23 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 6000 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.
- For the 15th consecutive year, Arlington Public Schools (APS) and Arlington County's WalkArlington and BikeArlington programs partnered on Walk and Bike to School Day. To mark the milestone, APS called on all Arlington Public Schools to celebrate the day in some way. In addition, APS selected Swanson Middle School as their "showcase" school for 2013, the first time a middle school has been honored. In the weeks leading up to the event, APS and County staff provided schools and families with online resources, tool kit materials, and regular updates to support participation. On October 9, 100% of Arlington schools reported participation in Walk and Bike to School Day. At Swanson, nearly 1000 sixth, seventh and eighth graders walked or biked to school (bus riders walked from a temporary bus drop-off location set up several blocks away for the occasion) and held a pep rally on the soccer field with music performed by school's pep band and remarks from local leaders before starting their school day. In homeroom, they received PAL string bags containing walk, bike, and safety resources, plus information on the County's new student SmarTrip fare card and iRide student transit program.
- Throughout 2013, 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. Most recently, Arlington hosted a two-hour walking tour of the Pentagon City neighborhood focusing on pedestrian infrastructure, pedestrian safety, and walkability for Walking Summit attendees from across the nation. Sponsored by Every Body Walk, America Walks, and Kaiser Permanente, the Walking Summit took place on October 1-3 in Washington, D.C.
- In 2013, the Arlington County School Board and Arlington Public Schools established the Multi-Modal Transportation and Student Safety Special Committee (MMTSSSC), composed of parents, community members, and staff from Arlington County and Arlington Public Schools, to evaluate and address transportation and safety-related issues in Arlington schools. Staff from Arlington County Transportation and WalkArlington are members of the Committee, which has been meeting since January 2013. The Committee submitted a preliminary report in June 2013 and will continue to meet through June 2014 before submitting a final report of recommendations to the Arlington School Board.
- Arlington Public Schools applied for and received a grant to fund a Safe Routes to Schools Coordinator for school year 2013-14. The Coordinator was hired in August and is now actively supporting safety and evaluation efforts at schools Countywide.
- 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.

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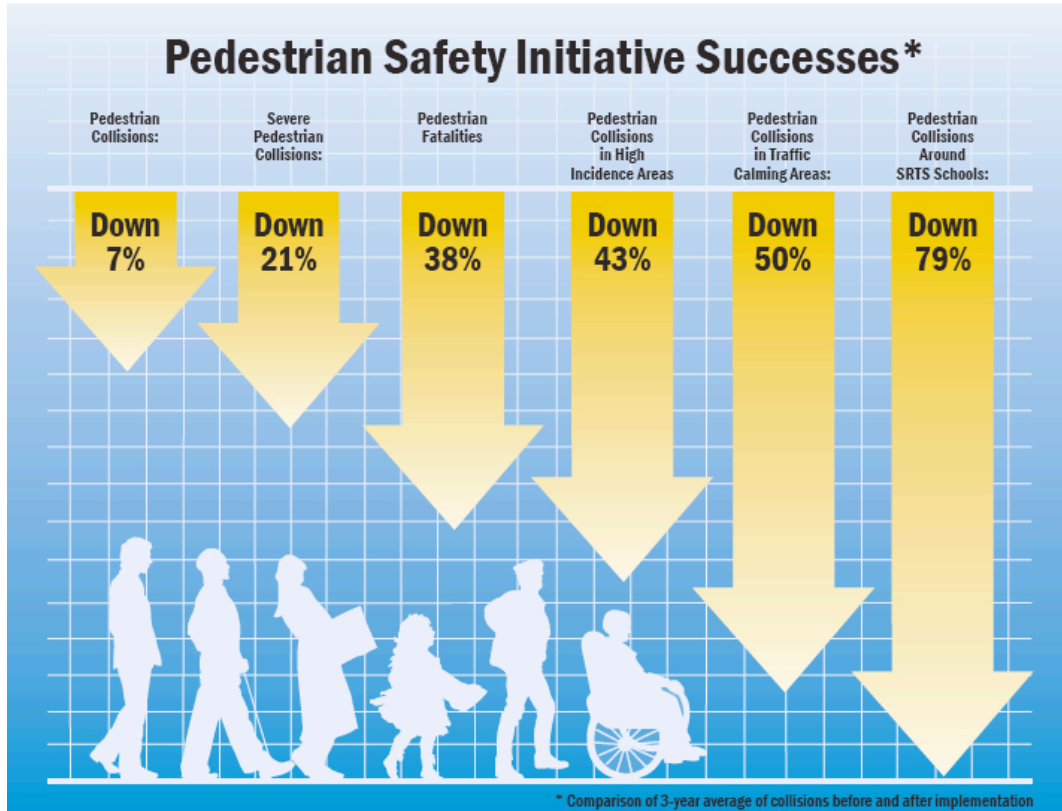
The City of Fairfax, Virginia

- The City of Fairfax Police Department (FCPD) conducts pedestrian safety enforcement in high pedestrian crash areas citywide.
- FCPD has issued warning citations to pedestrians crossing the roadways without using the designated crosswalks.
- FCPD has partnered with *Street Smart* to distribute educational literature and pamphlets in both English and Spanish to pedestrians.
- FCPD has increased traffic enforcement initiatives where signs forbid vehicular traffic from interfering with pedestrian traffic (for example, signs telling drivers “No Turn on Red When Pedestrians Are Present”).
- The City is about to begin a citywide pedestrian plan to identify areas for pedestrian improvements.
- The City was recently awarded \$50,000 through the Transportation Alternatives Program to construct portions of the Mason to Metro Bicycle Route, which is a collaborative bicycle planning effort between the City, Fairfax County and George Mason University
- The City constructs 5-foot sidewalks with any new roadway projects.
- The City is working to identify funding to develop a multimodal street design for Old Lee Highway, which will improve facilities for pedestrians, bicyclists, transit users and drivers.
- The City is in the process of designing sidewalks for four streets within the City.
- The City is constructing two additional ADA-compliant trails: an extension of the George T. Snyder Trail across Plantation Parkway into the new Fairfax Boulevard Market-place and a new connection to Thaiss Park and Gateway Regional Park on the Accotink Trail.
- The City installed a flashing light system at the crosswalk on Route 123/Chain Bridge Road near the Fairfax County Courthouse. The system automatically detects the presence of a pedestrian at the curb and flashes LED lights to alert drivers in both northbound and southbound lanes.

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 \$314 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.

Montgomery County, Maryland



- In 2012, pedestrian fatalities declined to an historic low of 6, down from 19 in 2008. The County Executive’s Pedestrian Safety Initiative – a strategic plan to target resources where there is a greater number of pedestrian collisions – was issued in December 2007. Since then, comparing the 3-year average of pedestrian collisions before and after implementing the initiative, there has been a significant reduction of collisions where actions have been taken.
 - Within ¼ mile of schools where engineering improvements, education and enforcement actions have been taken under the Safe Routes to Schools program, pedestrian collisions have declined 79%.
 - Where traffic calming features with enhanced pedestrian crossings have been constructed, pedestrian collisions have declined 50% and speeds of vehicles reduced to near posted speed limits.
 - Where engineering improvements, education and enforcement actions have been targeted at the County’s High Incidence Areas, where more than 11% of the collisions were occurring on less than 1% of the roadways, pedestrian collisions have declined 43%
- Not only have the numbers of pedestrian collisions and fatalities declined in Montgomery County, so have the severity of injuries resulting from those collisions. The percentage of total pedestrian collisions that involve incapacitating injury or fatalities in Montgomery County has dropped 21% since the Pedestrian Safety Initiative was implemented. The reduction in speeding due to speed cameras and traffic calming measures is resulting in this positive trend.
- Since 2007, many traffic-calming projects that slow the speed of traffic to the posted speed limits have been constructed throughout the County. These bulb-outs, pedestrian refuge islands, and lane narrowing

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with enhanced pedestrian crossing facilities have been built where communities are requesting facilities that enhance walkability, bikeability, and improve safety for walkers, bikers, and transit users. Evaluation 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. Montgomery County's Speed Camera Enforcement Program now has 92 fixed, as well as mobile and portable cameras. 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." Eleven 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, 10) Old Georgetown Road in Bethesda, between Wisconsin Avenue and Cordell Avenue, and 11) Fenton Street in Silver Spring, between Wayne Avenue and Cameron Street. 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 43% 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. 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. Since 2010, the program has been expanded to include four teams supported by 50 community volunteers.
- 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 45 schools and 18,000 students countywide participated in the 2012 International Walk to School Day held last year on October 9. At schools where engineering, education, and enforcement actions have been targeted, there has been a 79% in pedestrian collisions.
- While the results of the Pedestrian Safety Initiative the last three years have been encouraging, there is still much work to be done. Pedestrian fatalities have increased to 13 in 2013 – pedestrian collisions also increased in 2013. Where actions have been taken, collisions continue to decline. But where no actions have been taken, the number of collisions appears to be increasing. Montgomery County maintains an active pedestrian safety web site that can be viewed at:

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 (SHA) and the Department of Public Works and Transportation (DPW&T) have been working together along with Montgomery County and other jurisdictions in the State in developing a statistical methodology for prioritizing pedestrian crashes.
- One of the recommendations from the County Stat report recommended the development of a multi-agency working group.
 - In the Spring of 2013, the Prince George's Pedestrian and Bicycle Safety Workgroup was created.
 - Soon thereafter, the Prince George's County Council passed CR37, a resolution endorsing the Workgroup with recommendations on membership and reporting.
 - Workgroup is currently targeting areas for prioritization and developing strategies in a cross-disciplinary fashion.
- Prince George's County has been very active in the Safe Routes to Schools Program, receiving almost \$900,000 in Year E and almost \$500,000 in Year F for improvements around schools in inner-beltway communities and Riverdale Park and Suitland Transforming Neighborhoods Initiative Communities.
 - The focus of the Year F grant is 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 storm water techniques, etc.
 - Several County roads are funded for construction and/or design.
 - The County Council passed legislation codifying complete and green streets, which is serving as a template for a potential green streets policy being developed by the Transportation Planning Board.
- 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 sidewalks around schools, especially in the 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

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- 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 includes 5' sidewalk and a 10' trail with the construction of roadway projects.
- The County is updating the Design and Construction Standards Manual to incorporate detailed cross sections for equestrian, hiking, asphalt park and full cut bench trails. These recommended changes will be presented to the Prince William County Planning Commission and Board later this Summer (2014) for review and approval.
- 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 partners 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 8 pit stops in 2014. This 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 putting together a road inventory list for candidate projects for shoulder widening by VDOT for 2014.
- The County is completing an application to the League, Bicycle Friendly America for acceptance. It is anticipated that this detailed application will be coordinated, completed and submitted in the Fall of 2014.
- The County works with VDOT on all road design/construction projects to ensure necessary bicycle and pedestrian facilities are incorporated.
- The County is in the process of installing new pedestrian signal heads.
- In coordination with MWCOG, the County is launching a Street Smart Safety Campaign to remind drivers, pedestrians and bicyclists to be alert and obey traffic laws on April 17, 2014.

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 information provided by individual jurisdictions.*