



Complete State Roads

Safe infrastructure for vulnerable road
users on and along Maryland state
highways

WABA's Mission



WABA empowers people to ride bikes, build connections, and transform places. We envision a just and sustainable transportation system where walking, biking, and transit are the best ways to get around.



Five Counties + Washington, DC

- Washington, DC
 - Prince George's County
 - Montgomery County
 - Arlington County
 - Alexandria
 - Fairfax County
- + municipalities



Image: National Capital Region



Central Ave/MD 214



50 MPH. Painted bike lane. Would you bike here?

Landover Road/MD 202

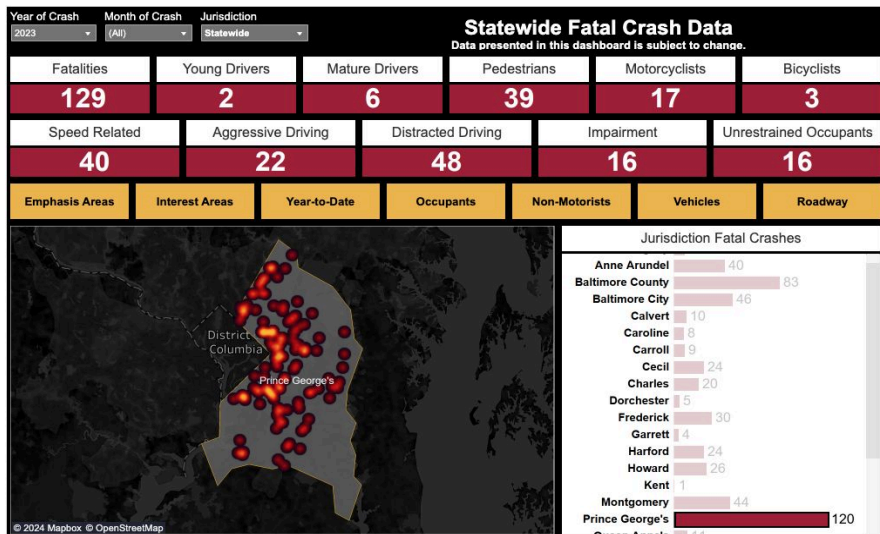


50 MPH. 🚲 May Use Full Lane. Here?

Landover Road/MD 202, farther West



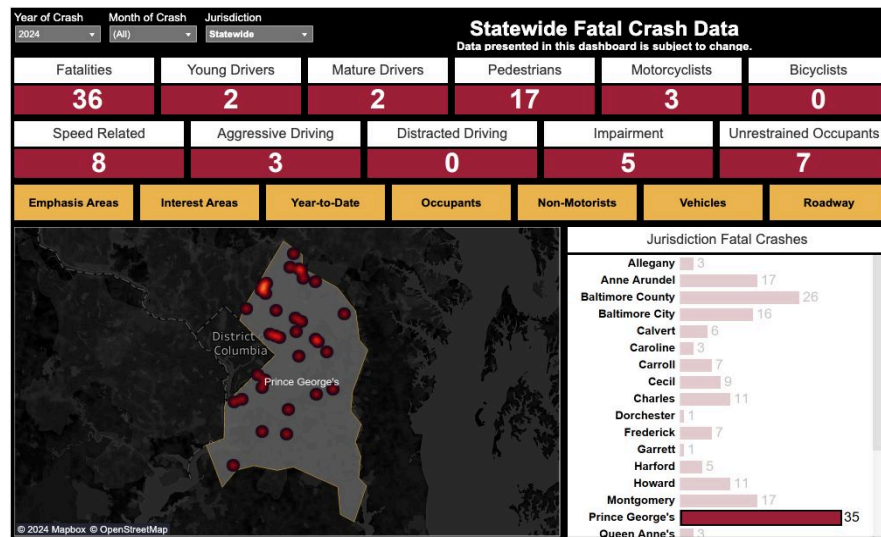
50 MPH. 🚲 May Use Full Lane. Here?



ZERO
DEATHS
MARYLAND

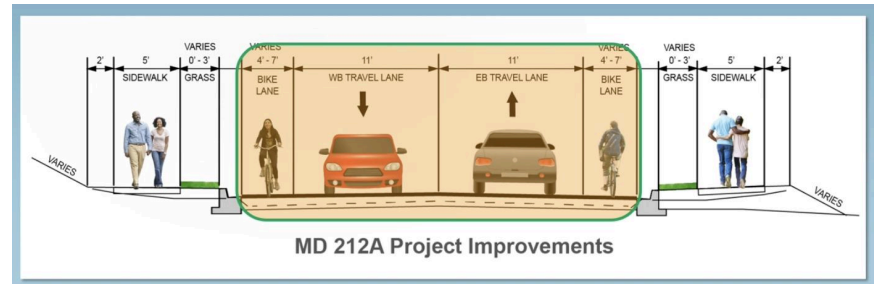
2023:
129 PGC deaths

2024: 36 deaths



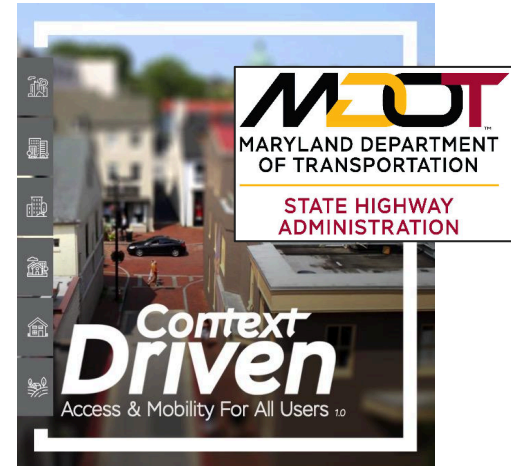
Complete Streets

“Complete Streets is the Maryland State Highway Administration’s (SHA’s) approach to achieving an interconnected, multi-modal transportation network throughout Maryland that supports access and travel for all users.” (2012)

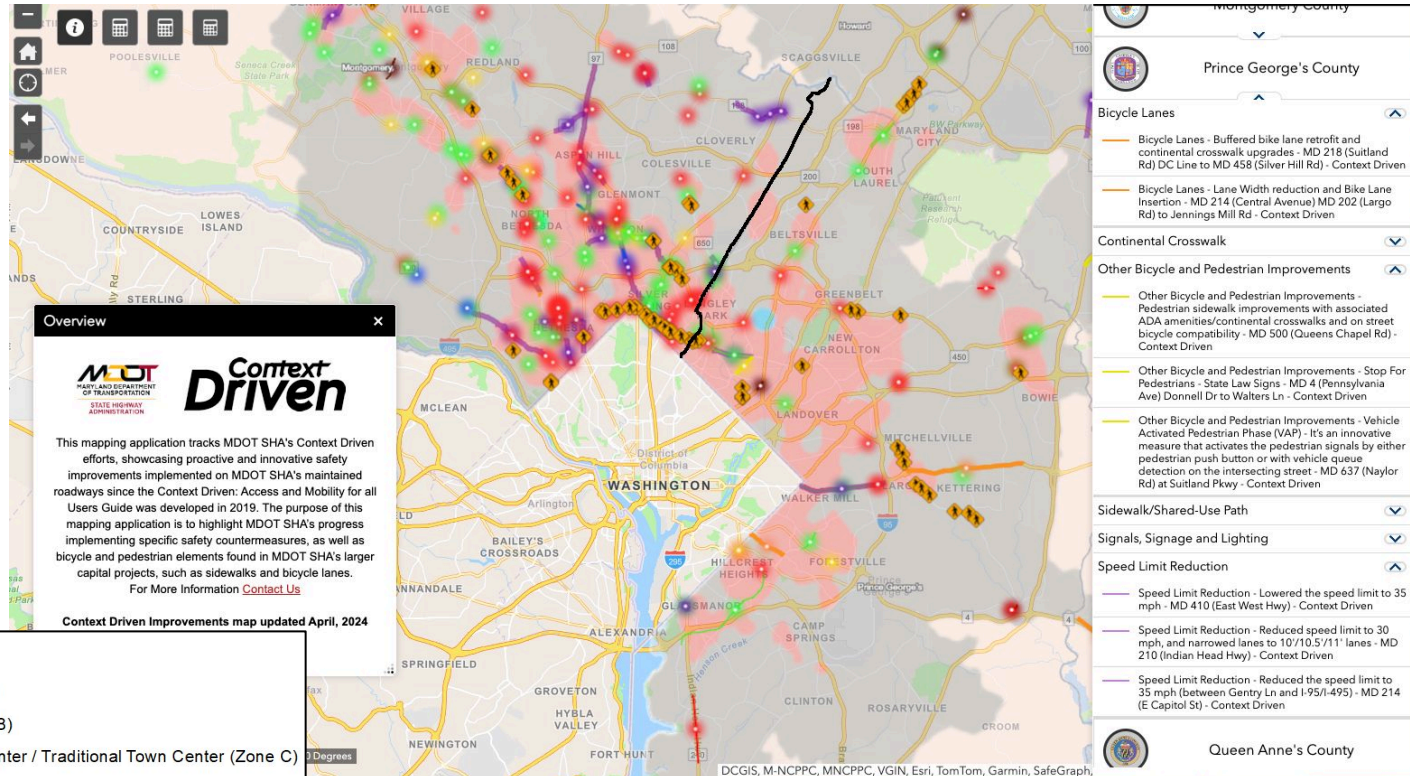


Complete Streets = Safer State Roads

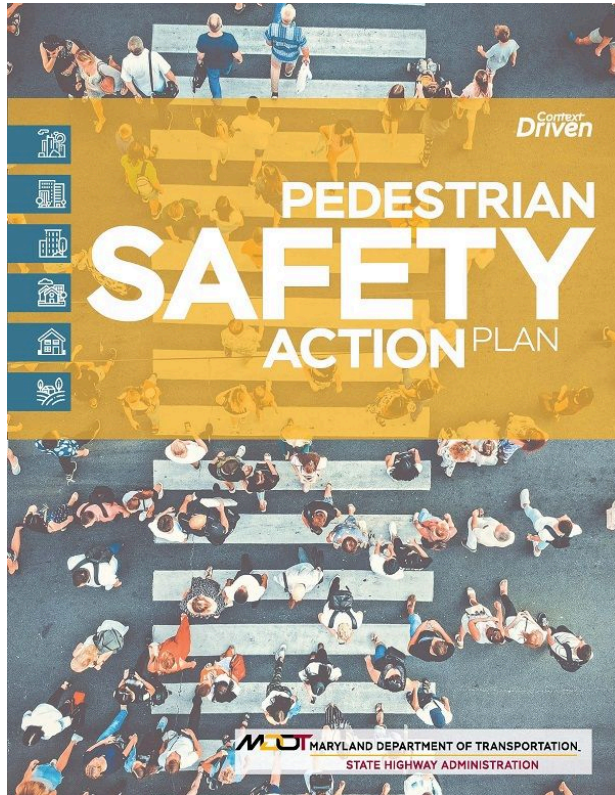
“The State Highway Administration (SHA) shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate.” (2013-5)



Context Driven Access & Mobility



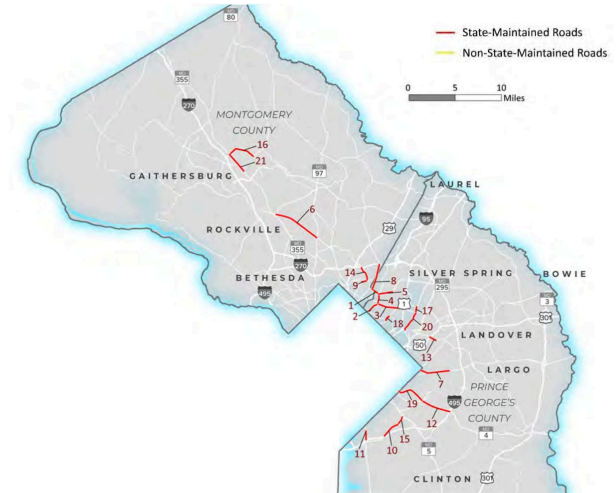
Progress



Maryland State Highway Administration

Vulnerable Road User Safety Assessment

November 2023



Map ID	Segment Name	PSAP Priority Corridor?
1	MD 193, University Blvd E, from New Hampshire Ave to Riggs Rd	
2	MD 212, Riggs Rd, from Chillum Rd to East-West Hwy	
3	MD 410, East-West Hwy, from Adelphi Rd to Riggs Rd	Yes
4	MD 212, Riggs Rd, from East-West Hwy to University Blvd E	
5	MD 193, University Blvd E, from Campus Dr to Riggs Rd	Yes
6	MD 586, Veirs Mill Rd, from Connecticut Ave to First St	
7	MD 214, Central Ave, from Southern Ave to Ritchie Rd	
8	MD 650, New Hampshire Ave, from University Blvd E to Capital Beltway	Yes
9	MD 320, Piney Branch Rd, from University Blvd E to Flower Ave	Yes
10	MD 414, St Barnabas Rd, from Virginia Ln to Pohanka Pl	Yes
11	MD 210, Indian Head Hwy, from Livingston Rd to Capital Beltway	
12	MD 4, Pennsylvania Ave, from Silver Hill Rd to Capital Beltway	
13	MD 202, Landover Rd, from John Hanson Hwy to Kent Town Dr	
14	MD 193, University Blvd E, from Piney Branch Rd to Capital Beltway	
15	MD 414, St Barnabas Rd, from Pohanka Pl to Branch Ave	Yes
16	MD 114, Montgomery Village Ave, from N Frederick Rd to Woodfield Rd	Yes
17	MD 201, Kenilworth Ave, from East-West Hwy to River Rd	Yes
18	MD 500, Queens Chapel Rd, from Chillum Rd to Hamilton St	Yes
19	MD 4, Pennsylvania Ave, from Southern Ave to Silver Hill Rd	
20	MD 201, Kenilworth Ave, from Annapolis Rd to East-West Hwy	Yes
21	MD 355, S Frederick Ave, from Central Ave to Montgomery Village Ave	Yes

Figure 20 High-Risk Areas in District 3

VRU Safety Assessment excerpt

District 3, Prince George's County

MD 214, Central Avenue from Southern Avenue to Ritchie Road

Context zones: Suburban Activity Center/Traditional Town Center, Suburban

Traffic volumes: 22,000-53,000 vehicles per day

Posted speed limits: 30-40 mph

Multimodal facilities present:

- Continuous sidewalks
- Bus stops

Key points from the consultation process:

- Complete the sidewalk network
- Provide protected bike lanes
- Address crossings to and from the Central Avenue connector trail where it parallels MD 214

District 3, Prince George's County

MD 202, Landover Road from John Hanson Highway to Kent Town Drive

Context zones: Suburban Activity Center/Traditional Town Center

Traffic volumes: About 48,000 vehicles per day

Posted speed limits: 35 mph

Multimodal facilities present:

- Continuous sidewalks
- Bus stops

Key points from the consultation process:

- This route is used to access the Landover Metro station

District 3, Prince George's County

MD 201, Kenilworth Avenue from Annapolis Road to River Road

Context zones: Suburban Activity Center/Traditional Town Center

Traffic volumes: About 29,000 vehicles per day

Posted speed limits: 40 mph

Multimodal facilities present:

- Continuous sidewalks
- Some bike lanes
- Bus stops

Key points from the consultation process:

- Fast traffic with missing crosswalks and people crossing midblock
- Limited, if any, bicycle facilities
- Substantial improvements will be made in conjunction with the Purple Line; confirm that these will address pedestrian and cyclist safety
- Designs should reflect a denser context zone than exists today

District 3, Prince George's County

MD 500, Queen's Chapel Road from Chillum Road to Hamilton Street

Context zones: Suburban Activity Center/Traditional Town Center

Traffic volumes: About 34,000 vehicles per day

Posted speed limits: 35 mph

Multimodal facilities present:

- Continuous sidewalks
- Bus stops

Key points from the consultation process:

- High-speed, high-volume traffic
- Access to West Hyattsville Metro
- Ongoing project to improve pedestrian facilities
- Provide protected bicycle facilities and intersection improvements for cyclist safety

CSR Ask: *Timely* Ped-Bike Improvements

Safety & mobility are imperative; equity, health, economic opportunity & climate are key. We have the data and tools. Let's invest in state-road safety *and* our bikeways network!

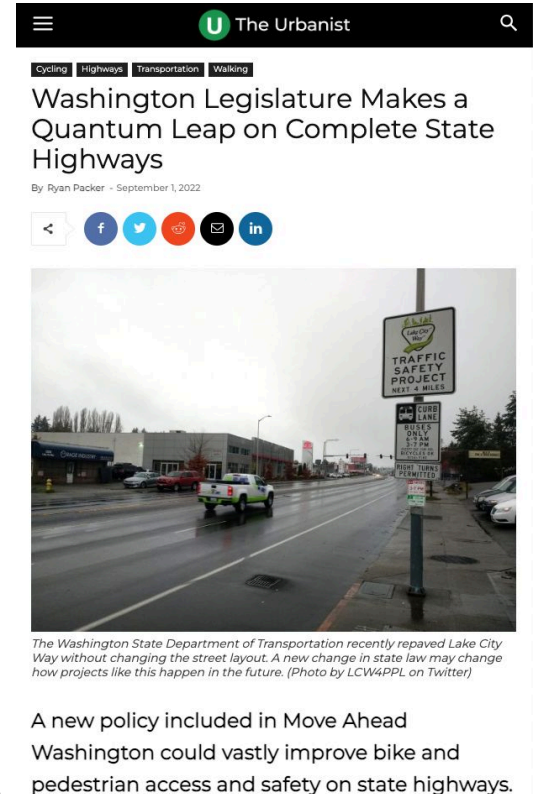
- ➔ **Remake state highway corridors as complete streets**
 - ◆ ... via lane narrowing, speed limits, safer intersections & crossings, sidewalks & bikeways.
- ➔ **Second focus is the full state highway network.**
- ➔ **Elected officials' support; county & state coordination; and federal, state & local funding.**



State Road Legislation



- Amend MD Transportation Code to make the state responsible for sidewalk & bikeway maintenance in the state right of way.
- Rethink No Turn on Red, no slip lanes, leading intervals in Urban, Town Center, and Suburban Activity Center contexts (c.f. MoCo Safe Streets Act of 2023).
- Require complete streets treatment for all projects over a certain cost threshold.



Toward Complete State Roads

- *SHA*: Step-up creation of complete-street, context-driven corridors, with bikeways, conducting studies as needed.
- *DPW&T + M-NCPPC*: Coordinate with the MDOT/SHA to help fund and create *continuous* corridor bikeways.
- *Elected officials*: Commit, advocate & fund!
- *Advocates*: That's us!
 - ◆ You're invited to the WABA Action Committee for Prince George's County.
 - ◆ WABA would love to collaborate with your ride club or community group.
 - ◆ What are YOUR priorities?





Contact: Seth Grimes, Maryland organizer, seth.grimes@waba.org



WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION