



WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

Complete State Roads Prince George's County (CSR-PGC)

Promoting bicycling infrastructure and protections for
vulnerable road users on and along Maryland state highways in
Prince George's County

REVIEW DRAFT: July 12, 2024

Executive Summary

Complete Streets are designed for safe use and mobility for people who walk, bike, scoot, or use transit, a mobility device, cars, or trucks. The Washington Area Bicyclist Association's (WABA's) Complete State Roads-Prince George's County (CSR-PGC) work provides guidance for transforming Prince George's County's major state roads into complete streets.

Maryland policy states, "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." A new Maryland Dept. of Transportation (MDOT) Complete Streets policy launched on June 6, 2024. We call out one of its four goals:

Require the implementation of planning and design principles from Maryland Department of Transportation (MDOT) Maryland Transit Administration's (MTA) Bus Stop Design Guide, and State Highway Administration's (SHA) Context Driven: Access and Mobility for All Users Guide, or Context Guide, to address safety, access, and mobility for all users on all projects in MDOT right-of-way [including] when implementing a capital improvement project, such as construction or reconstruction of a roadway, intersection, or bridge [and] when there is an opportunity to improve safety for all users by applying proactive engineering safety countermeasures to resurfacing projects.

Prince George's County policy aligns with the state's. "In 2012, the Prince George's County Council passed a Complete Streets Ordinance that requires officials to incorporate measures to manage runoff and increase access for all roadway users (bicyclists, pedestrians, etc.) on public and some private roadways."¹ A county Pedestrian Access Web page reports, "Prince George's County has completed its first Strategic Roadway Safety Plan. The plan is modeled after Maryland's Strategic Highway Safety Plan and the state's Toward Zero Deaths approach. The plan utilizes crash data including pedestrian-vehicle and bicycle-vehicle crashes to create reduction targets and reduce serious injuries and fatalities in half by 2030."²

Safety, mobility, equity, transit access, and bicycle-network completeness are key CSR-PGC factors, as are Maryland's and Prince George's County's Vision Zero commitments and availability of federal, state, and local funding for planning, design, and construction.

WABA, via the CSR-PGC initiative, asks Maryland, Prince George's County, and municipal officials to:

- incorporate bikeway and pedestrian improvements in transportation projects on and along the county's state roads,
- create opportunities that utilize the state right-of-way to connect and complete the county's bicycle network,
- aggressively seek funding for feasibility studies, planning, design, and construction, and
- support state legislation that will make the roads safe for vulnerable road users and boost active transportation including bicycling.

The CSR-PGC initiative arms officials and community members with information needed to understand and advance critical bicycle-network, road-user safety, and transit-boosting infrastructure improvements aligned with major planned and underway transportation infrastructure work.

¹ <https://www.adaptationclearinghouse.org/resources/prince-george-eyes-county-maryland-complete-streets-initiative.html>

² <https://www.princegeorgescountymd.gov/departments-offices/public-works-transportation/projects/pedestrian-access>

Table of Contents

Executive Summary	1
Table of Contents	2
Introduction	3
Mission.....	3
Motivation.....	3
Agencies.....	3
Policy and Implementation.....	4
Advocacy Activities.....	4
Monitoring and Assessment.....	4
Use of this Document.....	4
Maryland State Policy	5
Safe System Approach.....	5
Context Driven.....	7
Implementation Commitment.....	8
Accommodations for bicycling and walking.....	9
Implementation/Plans	10
MDOT's Pedestrian Safety Action Plan.....	10
2050 Maryland Statewide Bicycle and Pedestrian Master Plan.....	11
Maryland Strategic Highway Safety Plan.....	12
Prince George's Strategic Roadway Safety Plan 2017-2020.....	13
Vision Zero Prince George's.....	13
Data/Resources	16
Zero Deaths Maryland.....	16
Pedestrian and Bicyclist Fatality Infrastructure Review.....	16
Prince George's Crash Dashboard.....	18
Maryland Bicycle and Pedestrian Master Plan Mapping Tool.....	19
Bicycle Level of Traffic Stress.....	20
High Injury Network.....	22
CSR-PGC Advocacy Activities	23
Stakeholders and Allies.....	23
Officials.....	24
Programs and Projects.....	24
Policy and Planning.....	26
CSR-Related Legislation	29
Additional References	30

Introduction

Mission

WABA envisions a just and sustainable transportation system where walking, biking, and transit are the best ways to get around. This vision – factoring in the diverse needs of Prince George's County residents, workers and employers, schools, businesses, and visitors – is congruent with Prince George's County's, which aims to “to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all including people who walk, bike, drive and use transit.”³

Motivation

Prince George's County experienced 129 road deaths in 2023 including 39 pedestrians and 3 bicyclists.⁴ Compare that the county experienced 578 road fatalities for the five years 2018-2022, an average of 115.6 per year. The county has failed to make progress toward its Vision Zero commitment, by 2040, “to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all including people who walk, bike, drive and use transit,”⁵ and the county has been failed by the State of Maryland, which also has a goal of zero roadway fatalities and serious injuries in the state.⁶

Most serious injuries and fatalities are located along the county's arterials. These arterials – overall, the majority of roadways that make up the High Injury Network in Prince George's County – are Maryland state roads, hence our focus on state roads.

Safe, convenient, attractive, and connected bikeways, sidewalks, and trails will encourage walking, biking, and transit use. The resulting significant reduction in vehicle miles traveled will mean large reductions in emissions from cars and less roadway congestion. Building and improving these facilities will help Prince George's County and the State of Maryland achieve their climate goals.

Approach

The State of Maryland has embraced Complete Streets – designed for safe use and mobility for people who walk, bike, scooter, or use a mobility device, transit, a car, or a truck – as its route to boosting active transportation and achieving Vision Zero. WABA endorses this commitment, hence this initiative:

Complete Streets + State Roads => Complete State Roads

WABA's Complete State Roads-Prince George's County (CSR-PGC) initiative is a foundation for advocacy supporting transforming the County's state highways into complete streets, prioritizing routes based on user safety, traffic volume, network connectivity, and transportation equity.

Agencies

Achieving this vision relies on the Maryland State Highway Administration's delivering on its intent to provide bicycle accommodations on all roadways under its jurisdiction where bicycles are allowed.

³ <https://visionzero-princegeorges.hub.arcgis.com/>

⁴ <https://zerodeathsmd.gov/resources/crashdata/crashdashboard/>

⁵ <https://visionzero-princegeorges.hub.arcgis.com/>

⁶ <https://zerodeathsmd.gov/>

Involved agencies include Prince George's Planning (M-NCPPC), the Prince George's County Department of Public Works and Transportation (DPW&T), and the State Highway Administration (SHA). Work plans and operating and capital budgets are proposed by the agencies, under the direction of Prince George's County Executive Angela Alsobrooks and Governor Wes Moore, and adjusted and approved by the Prince George's County Council and Maryland General Assembly.

The agencies and planning authorities propose policy and create plans, at the county level requiring County Council approval, and the County Council and General Assembly also enact laws that regulate transportation.

Finally, certain state roads cross Prince George's County municipalities, making municipal collaboration imperative.

Policy and Implementation

State of Maryland policies and commitments provide the foundation for WABA's CSR initiative.

CSR-PGC is a framework for advocacy aimed at influencing and accelerating state studies, planning, and project implementation, and for complementary legislation, involving and targeting state and local officials, advocacy partners, and community members.

Advocacy Activities

The [Advocacy Activities](#) section of this document describes five CSR advocacy program/project focus points. Really it's the key document section.

Monitoring and Assessment

As noted, achieving the Complete State Roads vision will require a multi-year joint planning, scheduling, and funding effort involving Maryland and Prince George's County officials, advocates, and community members. It would be sensible to assess progress periodically and refocus to account for evolving conditions and emerging opportunities.

We envisage a periodic, yearly assessment that looks at incremental bicycling-network completion, bicycling uptake, and safety and mobility impact, with a reassessment of strategy, approach, and priorities reflecting changed conditions, funding opportunities, and the political climate.

Use of this Document

The document is designed to serve as a reference, providing information on Maryland and Prince George's County policy, data and resources, and plans that can be cited and applied in advocacy around policy, projects, legislation, that advance safe roads, the creation of bicycling infrastructure, and active transportation and bicycling programs.

Maryland State Policy

The State Highway Administration (SHA) is responsible for state roads in Prince George's County, working in cooperation with Prince George's County, county municipalities, and the Maryland Transit Administration (MTA) for work done in or along the Purple Line right of way. The SHA is a "modal administration" within the Maryland Department of Transportation (MDOT), which creates overarching state transportation policy.

MDOT policy substantially derives from federal policy as promulgated by the U.S. Department of Transportation (U.S. DOT).

Safe System Approach

A Safe System Approach⁷ is the U.S. DOT's "guiding paradigm to address roadway safety,... embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system."

U.S. DOT states that "death and serious injuries are unacceptable," therefore "a Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries."

Safer Roads and Safer Speeds are two of the five Safe System objectives, and we call out one of the six Safe System principles, that "proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards."



The Safer Roads task is to "design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users."

Therefore, "U.S. DOT has advanced an initiative to develop a growing collection of Proven Safety Countermeasures⁸ that offers effective strategies to reduce fatalities and serious injuries on our Nation's roadways. There are 28 countermeasures including eight focused on pedestrians and bicyclists.

Pedestrian/Bicyclist



⁷ <https://www.transportation.gov/NRSS/SafeSystem>

⁸ <https://highways.dot.gov/safety/proven-safety-countermeasures>

Complete Streets

The U.S. Department of Transportation defines Complete Streets⁹ as “streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.”

The Federal Highway Administration (FHWA), part of U.S. DOT, states that “Complete Streets implementation aligns with the Safe System Approach (SSA), which anticipates human mistakes by designing and managing road infrastructure to keep the risk of a mistake low and to reduce injury severity if a crash does occur. FHWA promotes and advances infrastructure solutions to prevent common crash types (1) involving pedestrians and bicyclists, (2) at intersections, and (3) with vehicles departing the roadway.”¹⁰

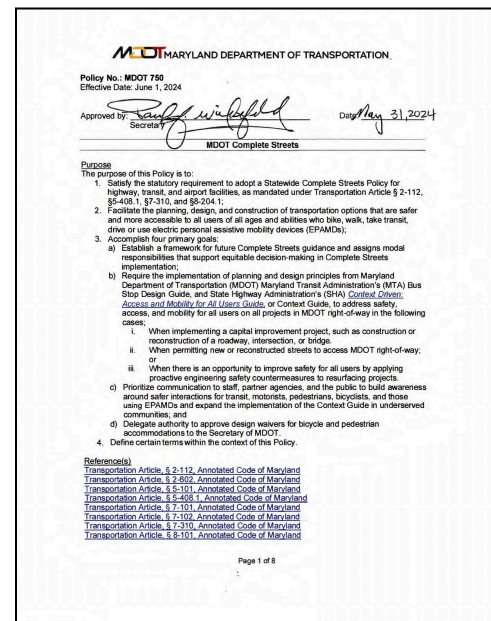
The State Highway Administration adopted a Complete Streets Policy in 2012¹¹, with a policy statement,

“The SHA shall follow a Complete Streets Approach that promotes the Maryland Department of Transportation (MDOT)’s overarching mission to “Enhance the quality of life for Maryland’s citizens by providing a balanced and sustainable multimodal transportation system for safe, efficient passenger and freight movement.” This Complete Streets Approach will create a comprehensive multi-modal network by ensuring connectivity for vehicles, bicycling, walking, transit and freight trips throughout Maryland’s transportation system.”

Legislation passed in 2018 required the SHA and two other MDOT modal administrations, the Maryland Transit Administration (MTA) and the Maryland Aviation Administration, to adopt a Complete Streets Policy, however the bill text that was introduced was watered down to define a Complete Streets Policy as one that (emphasis added) “provides information for the implementation of complete streets design features.” This was a weak formulation.

The MDOT launched a far more meaningful Complete Streets policy in June, 2024¹². The new policy would

“Require the implementation of planning and design principles from Maryland Department of Transportation (MDOT) Maryland Transit Administration’s (MTA) Bus Stop Design Guide, and State Highway Administration’s (SHA) Context Driven: Access and Mobility for All Users Guide, or Context Guide, to address safety, access, and mobility for all users on all projects in MDOT right-of-way [including] when implementing a capital improvement project, such as construction or reconstruction of a roadway, intersection, or bridge [and] when there is an opportunity to improve safety for all users by applying proactive engineering safety countermeasures to resurfacing projects.”



Complete State Roads is WABA’s coinage for Complete Streets applied to state roads.

⁹ <https://www.transportation.gov/mission/health/complete-streets>

¹⁰ <https://highways.dot.gov/complete-streets/implement-complete-streets-improvements>

¹¹ https://www.roads.maryland.gov/oppen/sha_complete_street_policy.pdf

¹² https://policymanual.mdot.maryland.gov/mediawiki/index.php?title=MDOT_750_Complete_Streets

Context Driven

As stated above, the MDOT Complete Streets policy would “require the implementation of planning and design principles from the State Highway Administration’s (SHA) Context Driven: Access and Mobility for All Users Guide.”

Context Driven launched under former State Highway Administrator Tim Smith in the fall of 2020. The approach¹³ is the foundation of the improvements we seek, affect people who walk, bike, and travel by car or bus. Provisions may include lane-width reduction, bicycle lanes, speed-limit reduction, and other improvements, in keeping with Safe System Approach safety countermeasures as described above.

The SHA’s approach defines six contexts, illustrated below via an image from the state’s Pedestrian Safety Action Plan¹⁴, which is a component of the Context Driven framework. Notably, the majority of crashes occur in urban contexts, as shown below, right side.



LAND USE & Context IN MARYLAND

Context informs solutions

Cities and neighborhoods vary widely, and MDOT SHA has recognized this by defining six contexts based on land use, from Urban Core (highest density) to Rural (lowest density). The unique needs of each context will help inform MDOT’s roadway designs and treatments.

To learn more about MDOT SHA’s context classification system, visit b.link/or9tkj

	Urban Core	Considered the typical downtown or central business district area, this context is defined by a high diversity of uses, including multi-family residential, office, retail, entertainment, civic, and cultural facilities. Example: Baltimore City
	Urban Center	Similar to Urban Core, this context is characterized by a high diversity of uses, while having a moderately high density of development. Example: Annapolis
	Traditional Town Center	While smaller and less dense than either of the urban contexts, this context is defined by a high diversity of use types that were typically laid out before the advent of the automobile. Example: Eastern
	Suburban Activity Center	Located outside of the major Urban Centers, the Suburban Activity Center is typically found along or at the intersection of major arterials. Example: Hyattsville
	Suburban	With a moderate to low diversity of uses, the Suburban context typically contains primarily single-family residential developments. Example: Fallston
	Rural	Rural areas are primarily a mix of agricultural uses and green space, with some scattered development in large-lot residential clusters. Example: Vienna

Crashes BY CONTEXT

More crashes are happening in denser contexts

More pedestrian and bicycle crashes are occurring within a smaller land area in the denser contexts.

The approximate breakdown is as follows:

- » **Urban Core:** Less than 0.1% of land area and 9% of crashes.
- » **Urban Center:** Less than 0.1% of land area and 18% of crashes.
- » **Suburban:** About 21% of land area and 25% of crashes.
- » **Suburban Activity Center/Traditional Town Center:** About 3% of land area and 45% of crashes.
- » **Rural:** About 76% of land area and 3% of crashes.

The figure below highlights this breakdown by showing how many pedestrian and bicycle crashes occurred per square mile in each context from 2016 through 2019.

All Bicycle and Pedestrian Crashes per Square Mile by Context 2016-2019 (all roadways)

Context	Crashes per Square Mile
Urban Core	233
Urban Center	102
Suburban Activity Ctr. / Trad. Town Ctr.	20
Suburban	3
Rural	0.08

Data Source: MDOT SHA

14
Existing Conditions 15

Context Driven calls out fourteen particular countermeasures:

¹³ <https://experience.arcgis.com/experience/3476e680584c49e48303fe6d52ceeda9/page/Resources/>

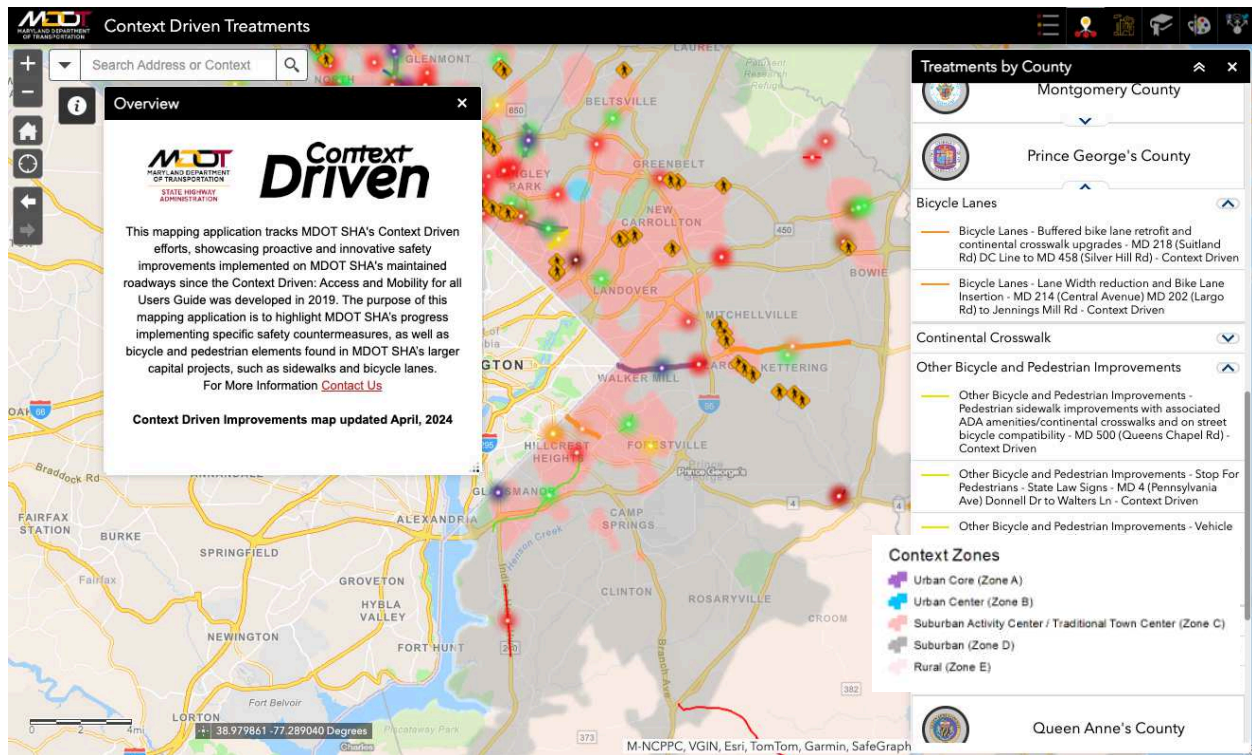
¹⁴ <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9/page/Home/>

- [Barrier Separated Bike Lanes](#)
- [Continental Crosswalks](#)
- [Green Pavement for Bike Lanes](#)
- [Hardened Centerlines](#)
- [In-Lane Floating Bus Stops](#)
- [Lane Width Reduction](#)
- [Leading Pedestrian Intervals](#)
- [Midblock Crosswalks](#)
- [No Turn on Red](#)
- [Pedestrian Hybrid Beacon](#)
- [Posted Speed Limit Reduction](#)
- [Protected Intersections](#)
- [Rectangular Rapid Flashing Beacon](#)

Different countermeasures are recommended for different contexts ranging from Urban Core to Rural. SHA states, “each setting is characterized by land use and development which, in this new way of thinking about roadway design, directly influences the types of trips, variety of destinations, and presence of pedestrians, bicyclists, and motorists.”

Prince George’s County has no Urban Core contexts. It has one Urban Center context, the University of Maryland, College Park. A majority of the county inside the Beltway, plus denser areas such as Beltsville, Bowie, Largo, Laurel, and New Carrollton, are designated Suburban Activity Center/Traditional Town Center contexts, and other areas are Suburban or Rural.

Context-zone assignments and certain improvements undertaken are shown in the image below.



Implementation Commitment

Former State Highway Administrator Tim Smith's committed, in a March, 2023 letter to former House Environment and Transportation Chair Kumar Barve¹⁵, to “implement context guide design elements in all capital projects.”

¹⁵ https://waba.org/wp-content/uploads/2023/12/2023-SHA-Commitment-HB-70_FINAL.pdf

Accommodations for bicycling and walking

The starting point for Complete State Roads is the Maryland State Highway Administration (SHA)'s Policy for Accommodating Bicycles and Pedestrians on State Highways¹⁶. The policy states, "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." The SHA commits that "all projects shall evaluate opportunities to improve bicycle accommodations... both on-road (including marked bicycle lanes and shared lane applications) and off-road facilities... It is SHA's intent to provide bicycle accommodations on all roadways under its jurisdiction where bicycles are allowed" (albeit subject to certain design waivers).

One would expect these accommodations to conform with provisions of the Bicycle Facility Selection Draft Guidance in Appendix D of the Maryland Statewide Bicycle & Pedestrian Master Plan¹⁷. Note that this guidance draws on the Federal Highway Administration's Bikeway Selection Guide and with the Urban Bikeway Design Guide¹⁸ published by the National Association of City Transportation Officials (NACTO).

¹⁶ https://www.roads.maryland.gov/ohd2/bike_policy_and_design_guide.pdf, page 1.1 et seq.

¹⁷ https://www.mdot.maryland.gov/OPCP/MDOT_State_Bike_Ped_Master_Plan_FULL_FINAL_VERSION.pdf

¹⁸ <https://nacto.org/publication/urban-bikeway-design-guide/>

Implementation/Plans

The Complete State Roads initiative makes recommendations on a road/segment basis. Achieving the larger vision – turning Prince George's County state roads into complete streets as part of a safe and inviting county-wide bikeways network – will require a multi-year joint planning, scheduling, and funding effort involving Maryland and Prince George's County officials, advocates, and community members.

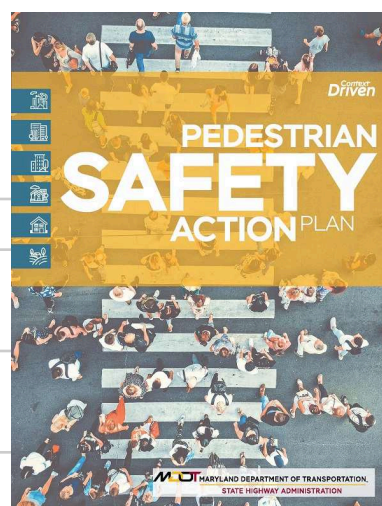
The need on other routes is clear and officials and advocates are pushing for action, but the capacity and funding to undertake the projects is not yet in place.

Our thought is that aligning with and backing the state's plans is the most promising course of action, although we do have priorities that diverge from the state's that include completion of the Capital Trails Network¹⁹, and overlapping CTN completion, creation of a robust Prince George's County bikeways network that supports bicycling as local and cross-county transportation.

MDOT's Pedestrian Safety Action Plan

The Maryland Department of Transportation's Pedestrian Safety Action Plan (PSAP)²⁰ identifies 23 statewide highest priority corridors. Seven of those corridors are in or cross Prince George's County:

Location	Roadway	From	To
Hyattsville	MD 410 East-West Highway	MD 500 Queens Chapel Road	MD 212 Riggs Road
Hyattsville	MD 193 University Boulevard	Campus Drive	MD 212 Riggs Road
Oxon Hill	MD 414 St. Barnabas Road	Pohanka Place	Virginia Lane
Silver Spring (part Montgomery County)	MD 650 New Hampshire Ave.	I-495 Capital Beltway	MD 193 University Blvd. E
Bladensburg	MD 201 Kenilworth Ave.	52nd Avenue	MD 410 East-West Highway
Riverdale Park	MD 201 Kenilworth Ave.	Good Luck Road	MD 410 East-West Highway
Hyattsville	MD 500 Queens Chapel Road	MD 208 Hamilton Street	Eastern Avenue



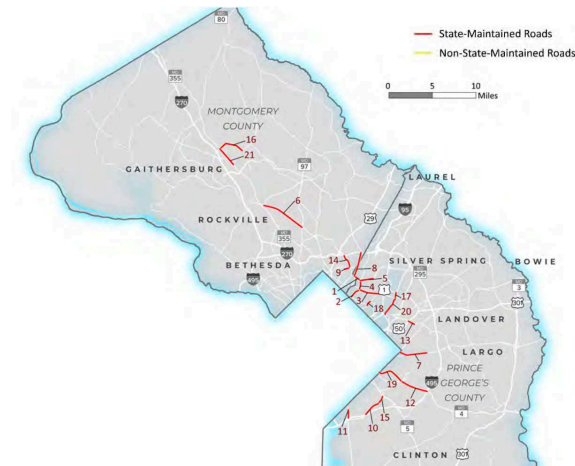
¹⁹ <https://www.capitaltrailscoalition.org/map/>

²⁰ <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9>

Priority Roads

The State Highway Administration’s Maryland Vulnerable Road User Safety Assessment – November 2023²¹ identifies twenty-three priority routes statewide. The SHA announced five priority projects in early 2024, with funding to bring them to a 30% design, that include two in Prince George’s County: MD 410/East-West Highway and MD 650/New Hampshire Avenue, between MD 193/University Blvd. and the Capital Beltway.

The SHA is expected to announce additional priority routes in the fall of 2024.



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 330, 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 124, 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

2050 Maryland Statewide Bicycle and Pedestrian Master Plan

“The Maryland Bicycle and Pedestrian Master Plan (BPMP)²² identifies goals and strategies for improving active transportation access across the state and helps advance the Maryland Department of Transportation (MDOT) vision to provide safe and convenient active transportation that supports equitable access for all.”

Notably, the plan describes how the state applies a Level of Traffic Stress (LTS) analysis that “measures how comfortable or stressful a roadway is to ride a bicycle on. It is calculated based on several roadway characteristics, including:



²¹ https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25_compressed.pdf

²² <https://www.2050marylandbpmp.com/>

- bicycle infrastructure,
- speed limit, and
- traffic volume/number of lanes.

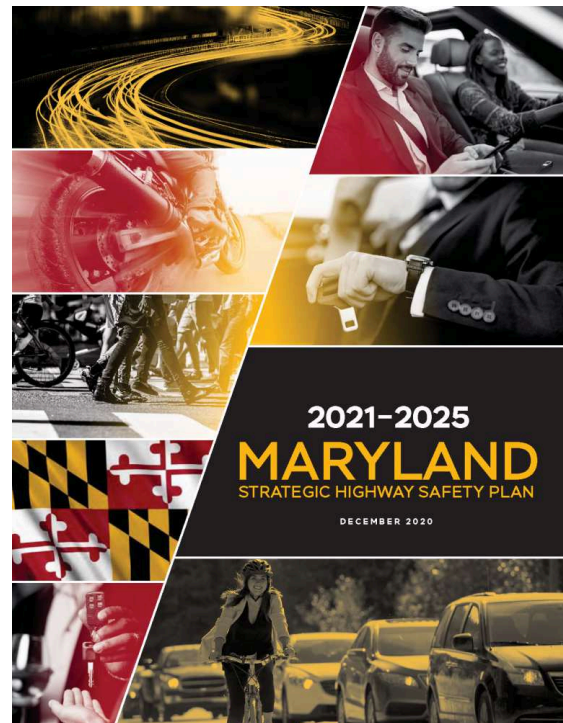
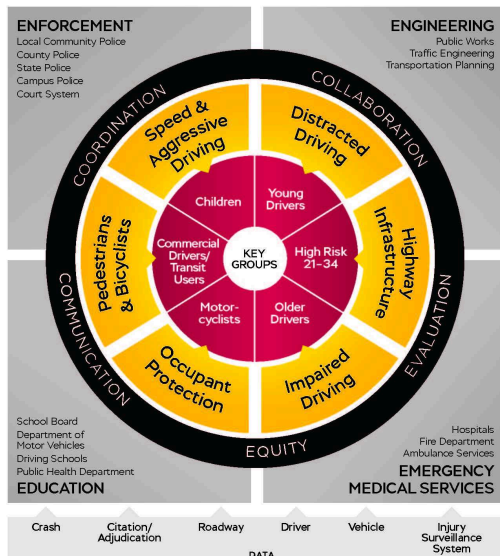
Maryland uses LTS data to assess the connectivity of its bicycle network and identify where and how the connectivity can be improved.” Maryland Bicycle Level of Traffic Stress tools are covered in the Data/Resources section of this document.

The master plan identifies Bicycle Network Priority Areas (not restricted to state roads):

“Many of the suburbs surrounding Washington, DC have low equity need and high bicycle accessibility. However, a few high equity need and low bicycle accessibility areas in Prince George’s County would benefit greatly from bicycle infrastructure improvements. Specifically, there are areas to the east and southeast of Washington, DC, as well as areas farther to the northwest, that should be prioritized for bicycle infrastructure improvements. Though located along the periphery of Washington, DC, their auto-oriented land use patterns and irregular road networks result in high-stress arterial roads that isolate vulnerable road users. Development of planned Capital Trails Network infrastructure addresses many critical gaps in this area, leveraging shared-use paths to create low-stress connections. Providing active transportation infrastructure in these communities promotes connectivity and safety in historically disadvantaged communities.”

Maryland Strategic Highway Safety Plan

Maryland Strategic Highway Safety Plan²³ focuses on six programmatic Emphasis Areas, as illustrated below.



Text describing the Pedestrians & Bicyclists emphasis area notes, “Pedestrians and bicyclists are our most vulnerable road users. The number of pedestrians and bicyclists on Maryland roadways is increasing at a

²³ <https://zerodeathsmd.gov/highway-safety-office/strategic-highway-safety-plan/>

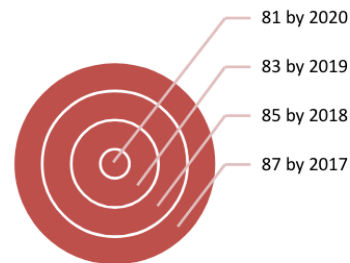
greater rate than vehicular traffic. Non-motorist traffic fatalities once comprised one in five of all traffic fatalities; they now comprise one in four fatalities.”

Prince George’s Strategic Roadway Safety Plan 2017-2020

Prince George’s Strategic Roadway Safety Plan 2017-2020²⁴ is the county’s “roadmap to decreasing and ultimately eliminating traffic deaths and injuries on our roadways.” It states a “commitment to safety” via a Toward Zero Deaths (TZD) approach whose goal is “to cut vehicle related fatalities and serious injuries in half by 2030, while the ultimate goal is to reach zero,” providing as a baseline the figure of an average of 99 deaths and 503 serious injuries each year since 2008, that is, through 2015, the last year of data availability at the time the plan was published.

The commitment text states, “to achieve this overarching goal, the TZD approach utilizes five-year plans, each with their own annual goals concerning the reduction of vehicle related fatalities and serious injuries.”

FATALITY GOAL: Reduce the annual number of vehicle related fatalities on all roads in Prince George’s County to 81 or fewer by December 31, 2020.



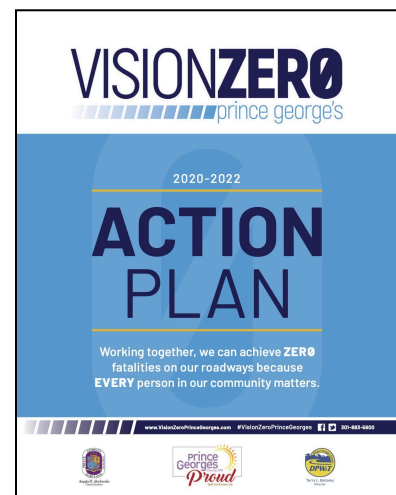
The 2017-2020 plan laid out a fatality goal of reducing the annual number of vehicle related fatalities on all roads in Prince George’s County to 81 or fewer by 2020. The number of road fatalities that year was 111, including 35 pedestrians and two bicyclists. As reported above, in 2023, Prince George’s County experienced 129 road deaths and 46 road deaths in the first half of 2024, meaning the county has not yet achieved its goal for 2020.

Contrary to the intention to utilize five-year plans, there evidently was no 2021-2025 plan.

Vision Zero Prince George’s

County Executive Angela Alsobrooks launched “Vision Zero Prince George’s, a comprehensive safety initiative to eliminate roadway fatalities and serious injuries in our County,... joined by County agencies, our County Council, our Police Department, the Governor’s Office, and community leaders as we committed to our goal of achieving zero roadway fatalities and serious injuries in Prince George’s County by 2040.”²⁵

Prince George’s County’s Dept. of Public Works and Transportation (DPW&T) published a Vision Zero Action Plan 2020-2022²⁶, “ Prince George’s County roadmap to achieving zero fatalities and serious injuries on our roadways by 2040. The Action Plan is data-driven,



²⁴ https://zerodeathsmd.gov/wp-content/uploads/2021/05/PGC-SHSP-2017-2020_10-6-17.pdf

²⁵ <https://visionzero-princegeorges.hub.arcgis.com/documents/PrinceGeorges::launching-vision-zero-prince-georges-county-executive-angela-alsobrooks/explore>

²⁶ https://www.princegeorgescountymd.gov/sites/default/files/VisionZeroPrince-Georges_ActionPlan_Two-Year_June-2020.pdf

human-inspired, bold, innovative, and action-oriented and builds upon the Prince George's County Strategic Roadway Safety Plan 2017-2020.”

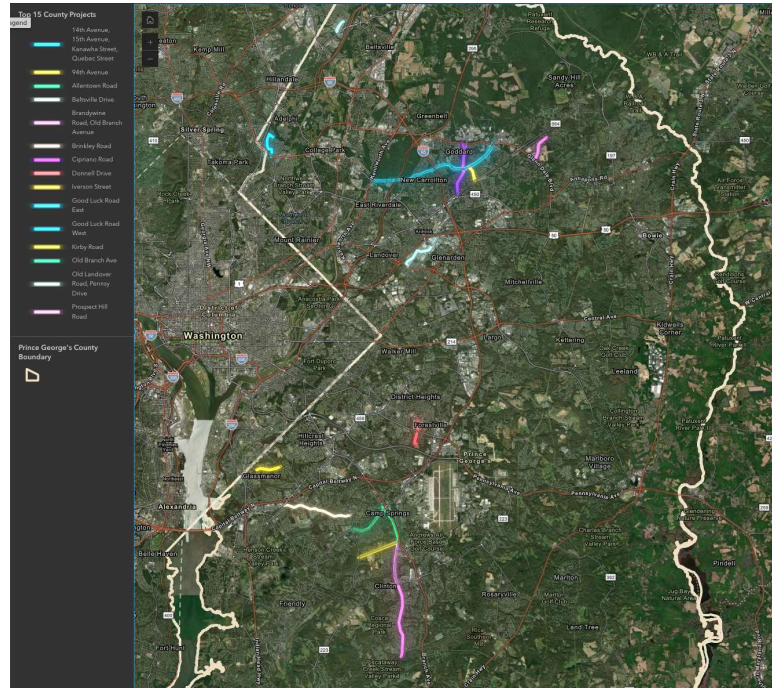
While the plan focuses on county roads, nonetheless it is invaluable having a county plan and commitment that align with the state’s.

DPW&T staff are currently working on a Prince George's County Vision Zero Action Plan 2025-2030 with release expected in the fall of 2024.

Bike and Pedestrian Network Plan





DPW&T published a Bike and Pedestrian Network Plan²⁷ in early 2024. Web site text explains:

“Prince George’s County’s five-year Bike and Pedestrian Network Plan identifies projects to address missing links in the existing pedestrian and bicycle infrastructure. The plan prioritizes pedestrian and bicycle network improvement projects within High Incident Areas (HIAs), downtowns, along corridors, and within local and regional transit centers. The recommended projects enhance safety measures of the Vision Zero Prince George's strategy. [The plan] GIS Story Map showcases the County’s updated pedestrian and bicycle improvements map; the selection and prioritization process; and examples of completed and recommended projects.”



The plan’s project prioritization is quite interesting:

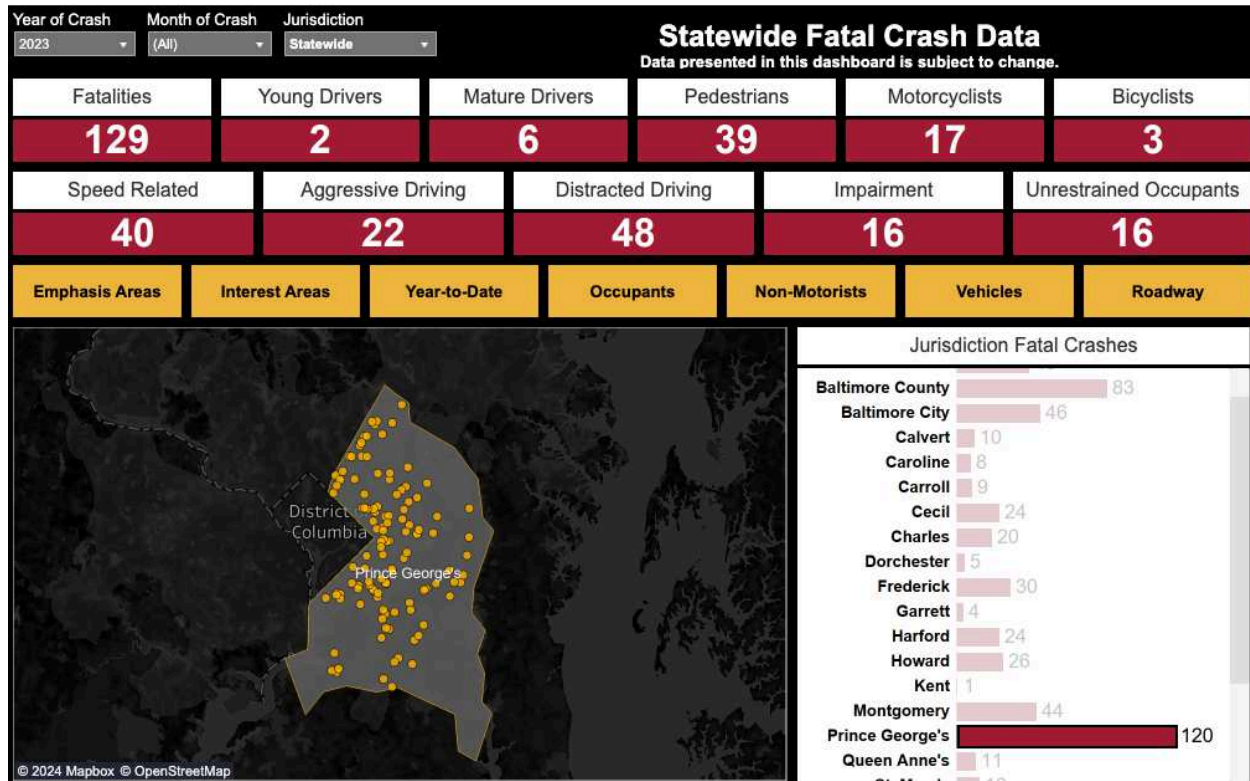
²⁷ <https://storymaps.arcgis.com/stories/1412a742ad244514b26ff688615cb81e>

	MEASURE	HOW VARIABLES WILL BE MEASURED	REASONING
 POTENTIAL DEMAND	Employment Density	Employment density within 1/4 mile of proposed bikeway	Promotes bikeway within areas of greater employment density
	Population Density	Population density within 1/4 mile of proposed bikeway	Promotes bikeway within areas of greater population density
	Destination Density	Number of destinations per mile within a 1/4 mile of proposed bikeway	Promotes proposed bikeways near destinations
 SAFETY	Crashes Involving Bicycles	Number of crashes involving bicyclists per mile within 150 feet of a proposed bikeway. Crashes will be weighted by severity (Fatality/Serious Injury = 3, Injury/Possible Injury = 2, Property Damage = 1)	Promotes safety by elevating bikeways that have a greater density of bicycle crashes within 150 feet of a segment
	High-Injury Network	Proportion of segment along high injury network	Promotes bikeways with a greater portion along high injury segment
 CONNECTIVITY	Existing Density of Bikeways	Density of existing bicycle facilities within a 1/4 mile of segment	Seeks to prioritize proposed bicycle facilities in places where density of bicycle facilities already exists
	Existing Density of Proposed Bikeways	Density of existing bicycle facilities within a 1/4 mile of segment	Seeks to prioritize proposed bicycle facilities in places where a higher density of bicycle facilities will exist
	Connects to Transit Stops	Number of transit stops per mile within a 1/4 mile of a proposed segment	Promotes bikeways near high-volume transit stops
	Connects to a Bike Share Station	Number of existing or proposed bike share stations per mile within 1/4 mile	Promotes bikeways near bikeshare stops
 EQUITY	Households in Poverty	Density of households in poverty within 1/4 mile of a proposed bikeway	Promotes bikeways within areas of lower median household income
	Communities of Color	Density of people of color (non-white and/or hispanic) within 1/4 mile of a proposed bikeway	Promotes bikeways within areas with greater density of people of color

Data/Resources

Zero Deaths Maryland

The Zero Deaths Maryland site is published by the Highway Safety Office (HSO) of the MDOT Motor Vehicle Administration (MVA). The site provides a Fatal Crash Dashboard²⁸ that displays crash data by county and year, drawing data from the Maryland Department of State Police Automated Crash Reporting System (ACRS) and the MDSP Data Warehouse.



As can be seen in the visualization above, in 2023, Prince George's County experienced 129 road deaths including 39 pedestrians and 3 bicyclists. In the first half of 2024 (as of June 27), the county experienced 46 road deaths including 20 pedestrians, so while overall numbers are down year-on-year, the rate of pedestrian fatalities is higher.

Additional HSO reports include:

- Prince George's County Crash Summary ([January 26, 2024 report](#))
- Crash data, Bicycle or Other Pedalcycle Involved ([January 4, 2024 report](#))

MDOT SHA Pedestrian and Bicyclist Fatality Infrastructure Review

MDOT SHA maintains a Pedestrian and Bicyclist Fatality Infrastructure Review site²⁹, as required by the Vision Zero Implementation Act of 2022³⁰, which required MDOT SHA to examine the infrastructure for

²⁸ <https://zerodeathsmd.gov/resources/crashdata/crashdashboard/>

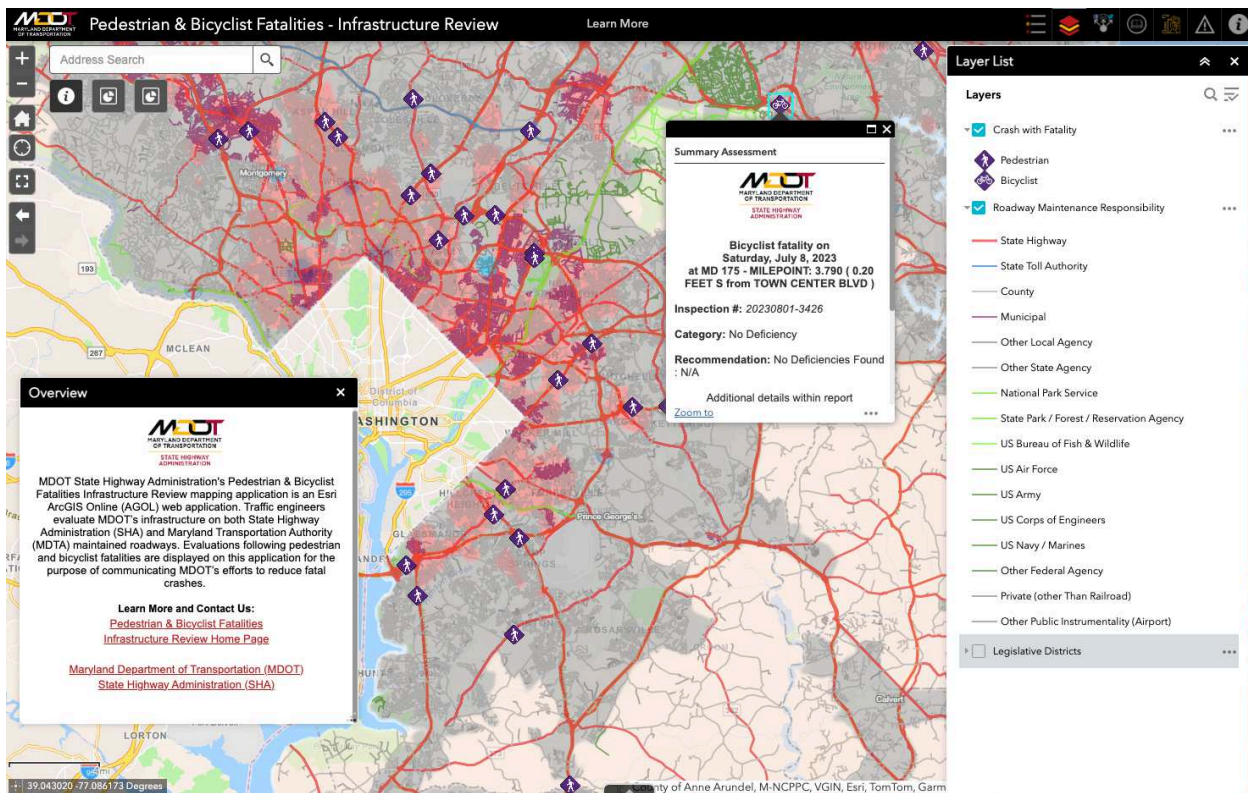
²⁹ <https://mdot-sha-fatal-crash-evaluation-maryland.hub.arcgis.com/>

³⁰ <https://mgaleg.maryland.gov/mgaweb/Legislation/Details/HB0254?ys=2022RS>

every pedestrian or bicyclist fatality that occurs on a state highway, or at the intersection of a state highway and a municipal or county road.

The infrastructure review site explains, "After fatal crashes occur on MDOT SHA-maintained roadways, traffic engineers review and evaluate surrounding highway infrastructure to determine if improvements are needed... MDOT SHA evaluates all fatal crashes on state highways to determine whether any of the following were a factor: road surface, road segments (curves, grade, number of lanes, shoulder condition, width of lanes), junction type (gradient, length, sight distance, conflict points), road ancillary assets (traffic barriers, delineators, pavement markings, streetlights), and work zones."

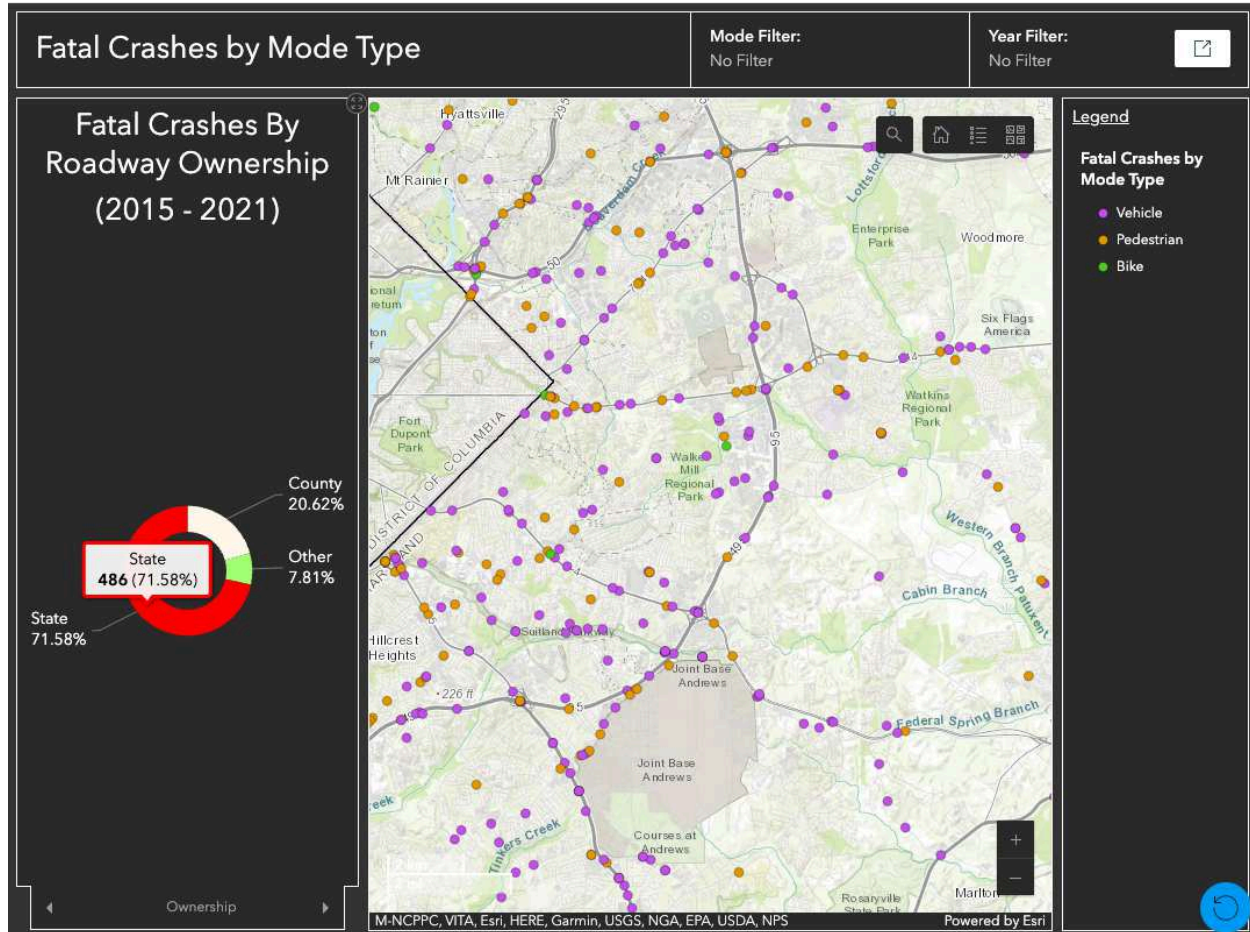
Under the heading Context Driven Improvements, the site states, "MDOT SHA also evaluates fatal crashes to identify whether our streets are designed for safety in a way that supports the land uses that surround them. Engineers are encouraged to seek out innovative design treatments, especially in areas where there are needs or challenges that cannot be easily addressed by standard elements"



evaluates all fatal crashes on state highways to determine whether infrastructure or engineering deficiencies contributed to the crash. A subset of these evaluations, those for bicyclist and pedestrian fatalities, are posted on the [Pedestrian and Bicyclist Fatality Infrastructure Review](#) web mapping application.

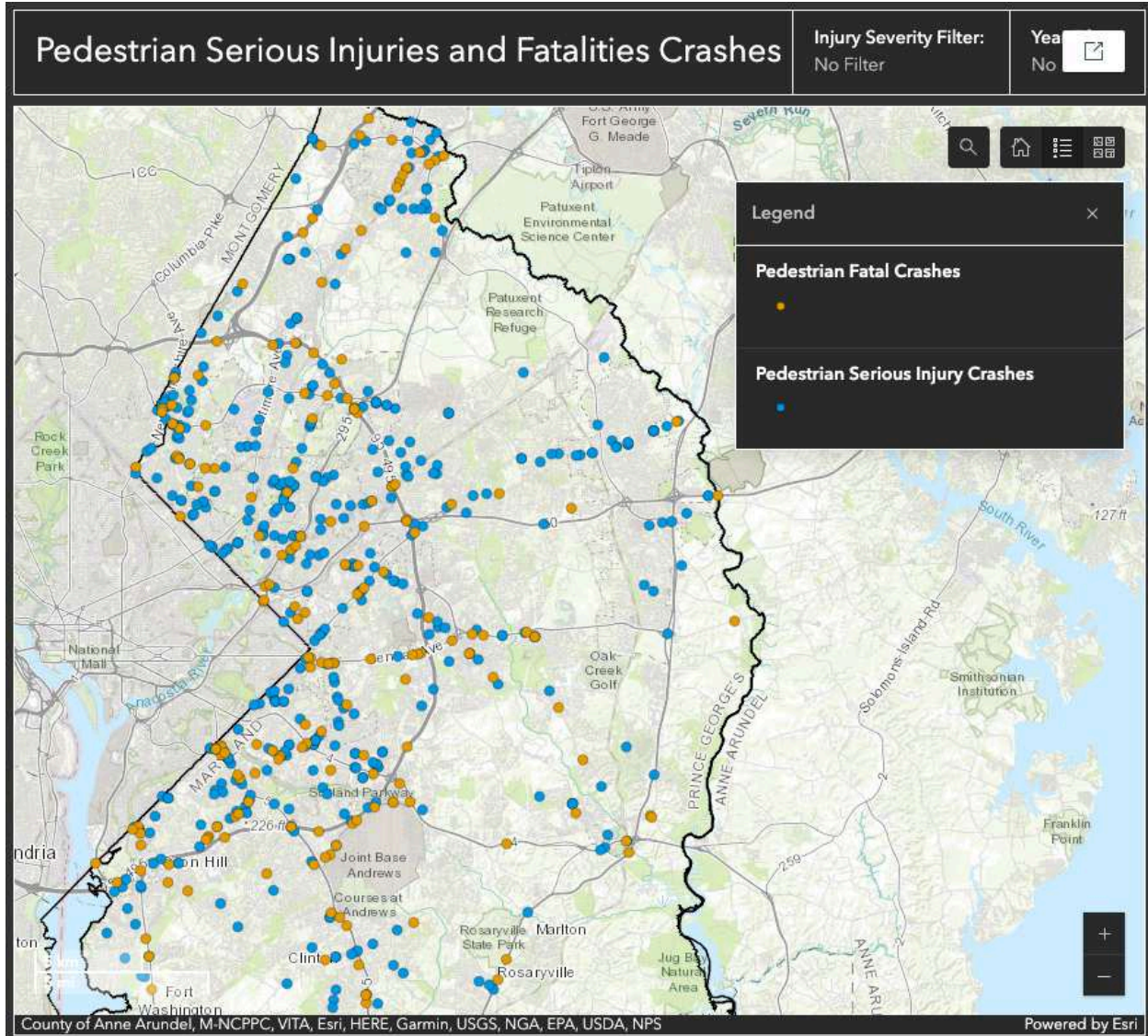
Prince George's Crash Dashboard

Prince George's County's Crash Dashboard³¹ is a particularly useful visualization, despite being limited to the years 2015-2021. In those seven years, as can be seen in the image below, 71.58% of fatal crashes in the county, 486, took place on state roads.



Another view visualizes pedestrian fatalities and serious injuries.

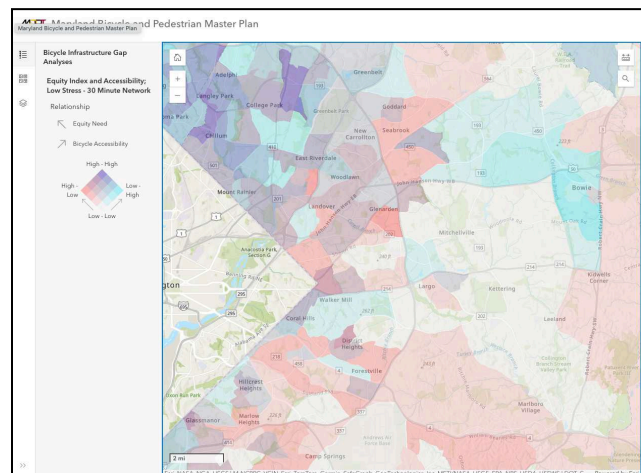
³¹ <https://storymaps.arcgis.com/stories/80b949a1b7f94194af19aad1a2702d0a>



MDOT Maryland Bicycle and Pedestrian Master Plan Mapping Tool

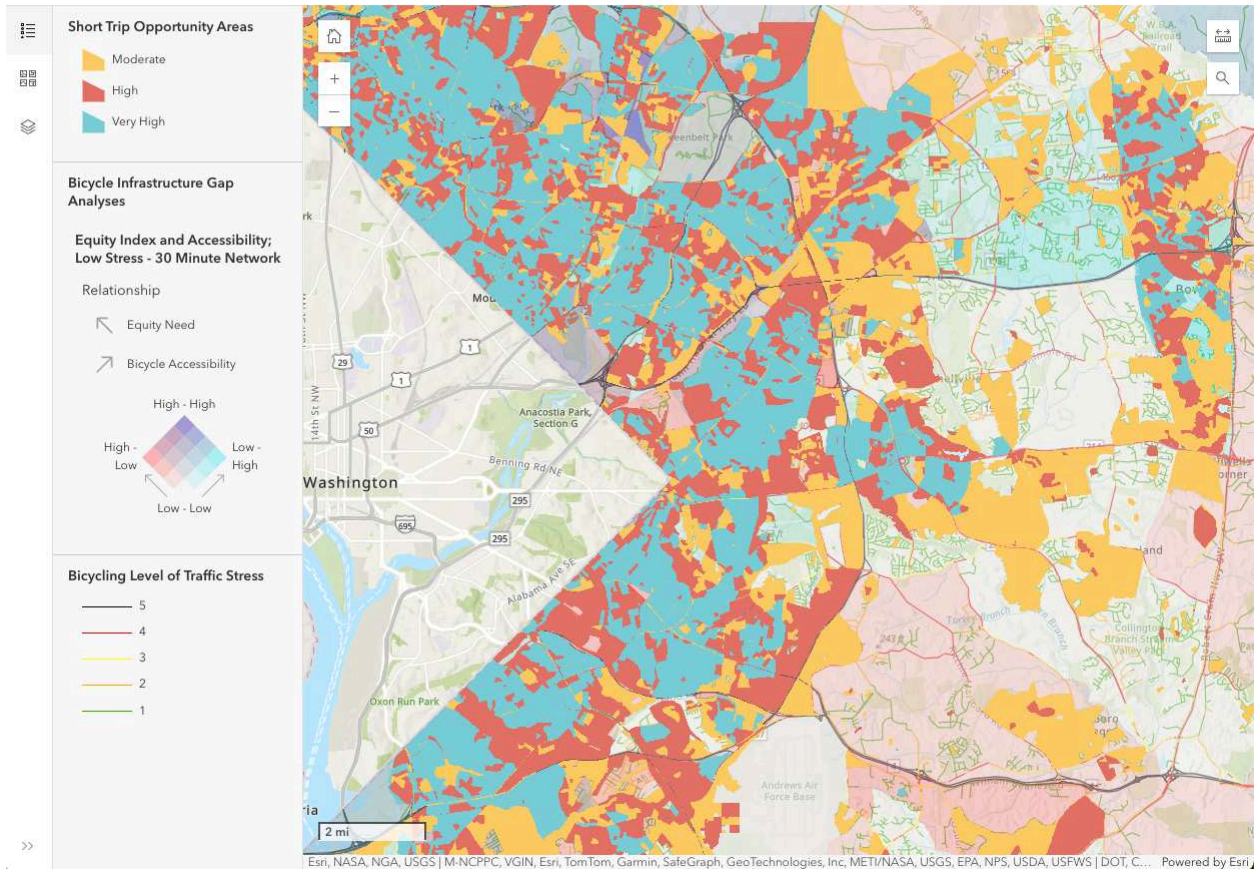
An MDOT Maryland Bicycle and Pedestrian Master Plan mapping tool³² is highly useful. Interesting visualizations include, for example, Bicycle Infrastructure Gap Analyses using Equity Index and Accessibility; Low Stress - 30 Minute Network, shown here.

Visualizations can depict multiple indices, for instance, below, both the Bicycle Infrastructure Gap Analyses and Short Trip Opportunity Areas and Bicycling Level of Traffic Stress.



³² <https://ftp.maps.arcgis.com/apps/instant/sidebar/index.html?appid=15ad5a70d0234da58d88cd173e0cd86b>

MDOT Maryland Bicycle and Pedestrian Master Plan

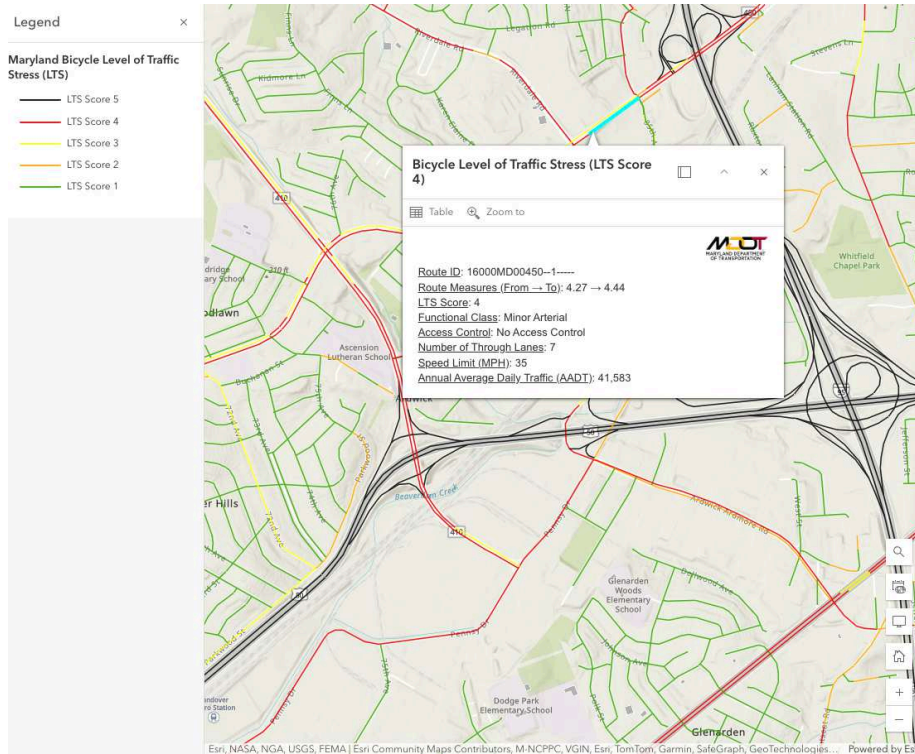


MDOT Bicycle Level of Traffic Stress

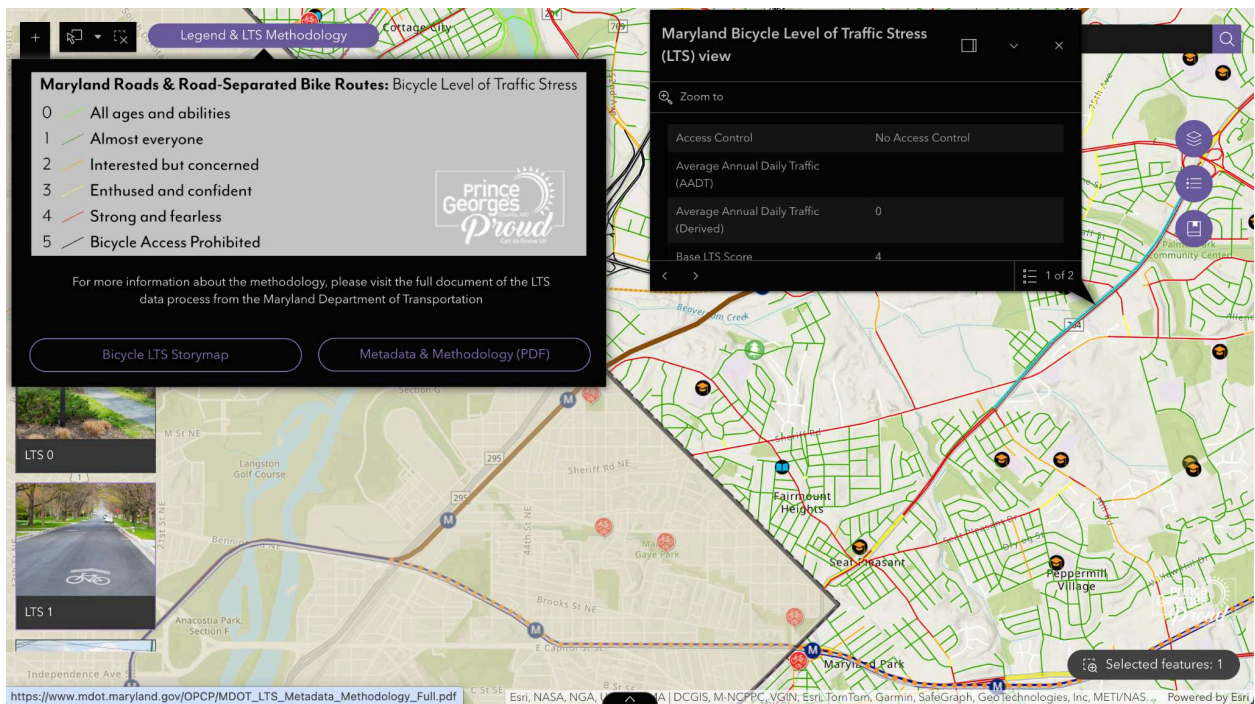
Another MDOT tool presents Maryland Bicycle Level of Traffic Stress³³ in map form³⁴. Illustrated is one presentation, the area including New Carrollton and Glenarden near US 50 and the Capital Beltway/I-95, with state roads MD 410, MD 450, and MD 704 indicated as levels 3 and 4, high stress routes.

³³ <https://storymaps.arcgis.com/stories/bf934cd8277841b0aed97fed1d24771d>

³⁴ <https://www.arcgis.com/apps/mapviewer/index.html?panel=gallery&layers=fc3c7b650076475ba9a4b0232f6d8655>



These tools are useful in studying and analyzing particular routes. A Prince George's County version, drawing on the same state data, provides layers and features not available through the state tool.



High Injury Network

Finally, a look at Prince George's County's High Injury Network (HIN), "one-mile corridors in Prince George's County with the greatest frequency and severity of bike and pedestrian crashes," albeit derived from 2015-2018 crash data, corroborates what we see in other visualizations. Those include the Prince George's County's Crash Dashboard's visualization of Fatal Crashes by Roadway Ownership (2015-2021), showing that 71.58% of fatal crashes in the county, 486, took place on state roads.

Note that nine of the ten most dangerous High Injury Network segments are state roads.

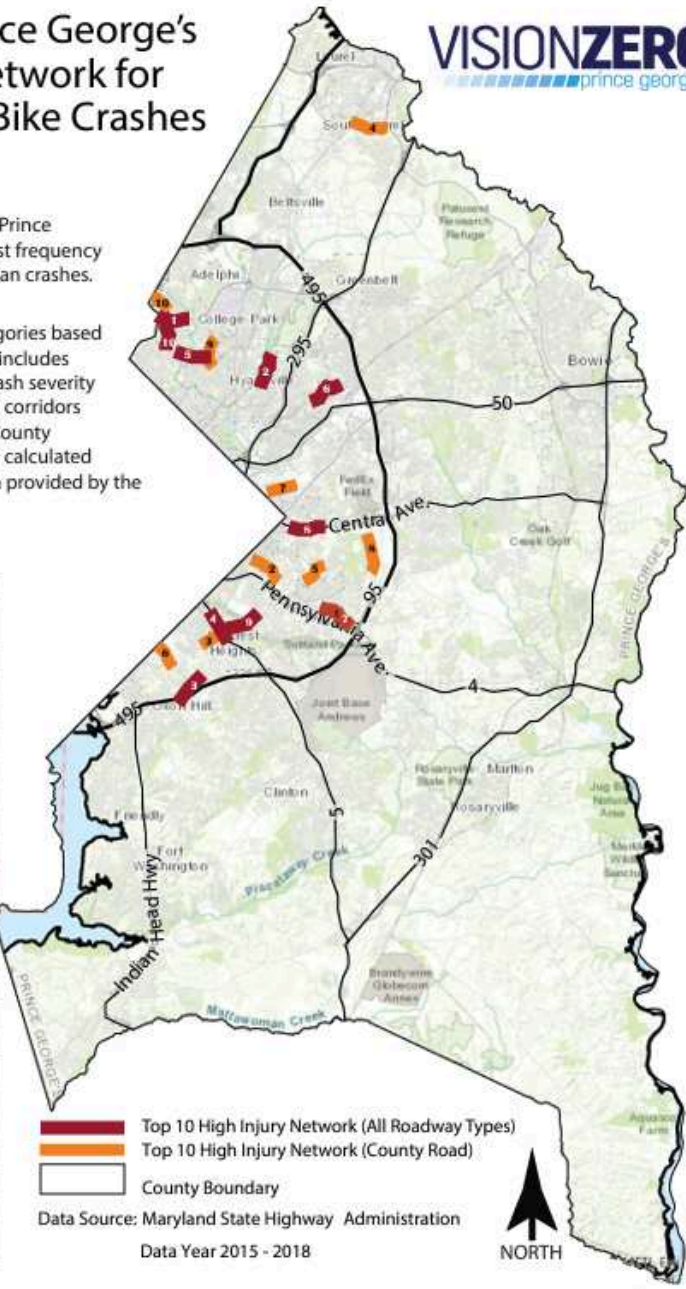
Vision Zero Prince George's High Injury Network for Pedestrian and Bike Crashes



The High Injury Network (HIN) represents one-mile corridors in Prince George's County with the greatest frequency and severity of bike and pedestrian crashes.

The HIN is divided into two categories based on the ownership of roadway. It includes the 10 corridors with greatest crash severity for all roadway types and the 10 corridors with greatest crash severity for County maintained roadways. The HIN is calculated based on 2015 – 2018 crash data provided by the State Highway Administration.

RANK	SEVERITY	ROADWAY
Top 10 High Injury Network All Roadway Types		
1	120	University Blvd. (Edward Pl. to West Park Drive)
2	83	Kenilworth Ave. (Canton Ln. to Bass Rd.)
3	70	St Barnabas Rd. (Crown Hill Rd. to Wheeler Rd.)
4	70	Branch Ave. (St. Barnabas Rd. to Myler Rd.)
5	62	East West Hwy (Astor Rd. to Sakonnet Rd.)
6	60	Annapolis Rd. (Deaknot St. to Fines Ln.)
7	60	Marlboro Pike (Fennville Park Center Dr.)
8	55	Central Ave. (Maryland Park Dr. to Popper Mill Dr.)
9	53	Silver Hill Rd. (Sullivan Rd. to St. Barnabas Rd.)
10	52	Riggs Rd. (East West Hwy. to Shickley Blvd.)
Top 10 High Injury Network County Road		
1	60	Marlboro Pike (Fennville Park Center Dr.)
2	33	Marlboro Pike (Walker Mill Rd. to Old Annapolis)
3	26	Ivetson St. (Cotton Ln. to Branch Ave.)
4	25	Contee Rd. (Bathory Ave. to Laurel Bowie Rd.)
5	24	Walker Mill Rd. (Fennville Park Dr. to East Bay)
6	22	Wheeler Rd. (Arlington Ave. to Old Annapolis St.)
7	22	Sheriff Rd. (Canton Ave. to St. Barnabas Rd.)
8	22	Ritchie Rd. (Cotton Ave. to Branch Ave.)
9	21	Belcrest Rd. (East West Hwy. to Sakonnet Rd.)
10	18	Westmac Dr. (Hudson Dr. to 10th Ave.)



CSR-PGC Advocacy Activities

WABA Mission Link

A number of points in WABA's 2025 Strategic Plan³⁵ are particularly applicable for Prince George's County advocacy work and factor into the Complete State Roads initiative. We will flag:

- *Goal 1: Empower People to Engage & Take Action, with objectives that include "Identify and invest time and resources in community-led initiatives" and "Expand opportunities for aligned, intersectional voices to shape WABA's direction;" and Goal 2: Generate Broad Public Support for Bicycling, with objectives that include "Cultivate communities that welcome people to biking."*

WABA has pursued and is pursuing Prince George's activities in support of and in cooperation with community-led initiatives/partners that include RISE Prince George's, the Capital Market, Creative Suitland, Fort Washington Forward, Terps for Bike Lanes, and Friends of the Greenbelt East Trail; Bowie's Multi-modal Access & Public Spaces (MAPS) subcommittee; and ride clubs including Getting It In Cyclists. We are working to extend our ride-club relationships in particular.

- *Goal 3: Build Political Power, with objectives that include "Get elected officials to champion our vision" and "Train and support volunteer advocates to plan and lead winning campaigns."*

WABA has met with, lobbied, testified before Prince George's County elected officials and has recruited officials for programs and worked with officials to develop legislation. We will continue these activities, in order to get elected officials to champion our vision and, of course, to win introduction and enactment of road-safety and pro-bicycling legislation, to boost funding for safety and cycling infrastructure investments and programs, and to include visibility for our efforts.

WABA brings in volunteer advocates whenever possible, working with volunteers in developing positions and activities, community outreach, events, testimony, and other advocacy activities.

Stakeholders and Allies

WABA attends meetings of two official stakeholder groups:

- The [Active Transportation Advisory Group](#) (ATAG), run by Prince George's Planning
- Prince George's County Bike & Pedestrian Safety Community Advisory Group, run by DPW&T

WABA collaborates in Prince George's County with organizations that include:

- The Capital Market
- Coalition for Smarter Growth
- Fort Washington Forward
- RISE Prince George's
- Sierra Club, Prince George's County chapter
- The Capital Market

³⁵ <https://waba.org/wp-content/uploads/2021/10/Final-2025-Strategic-Plan.pdf>

Officials

WABA meets and interacts frequently with MDOT and modal administration officials, both to build and sustain relationships and to discuss projects and policy. These include officials at:

- The MDOT Secretary's Office (TSO), in particular officials 1) with the Environment & Sustainable Transportation Program and within that program, Active Transportation and Micromobility section, who oversee complete streets policy and 2) involved in legislative activities.
- The State Highway Administration (SHA), including the administrator, the District 3 engineering staff, senior safety staff, and senior planning staff.
- The Highway Safety Office (HSO) within the Motor Vehicle Administration (MVA), which runs the Emphasis Area Teams initiative including the Pedestrian-Bicycle Emphasis Area Team.
- The Purple Line team within the Maryland Transit Administration (MTA), which is responsible for Purple Line linked construction on state highways within Montgomery and Prince George's Counties.

WABA also meets and interacts frequently with Prince George's County staff in relevant roles including at:

- The Department of Public Works and Transportation (DPW&T)
- The Maryland-National Capital Parks and Planning Commission (M-NCPPC), which includes PG Parks and PG Planning.

And we interact with municipal officials on a more occasional, ad-hoc basis.

Programs and Projects

The document is designed to serve as a reference, providing information on Maryland and Prince George's County policy, data and resources, and plans that can be cited and applied in project advocacy. We have five CSR advocacy program/project focus points:

1. WABA will continue to actively support State Highway Administration implementation of the Pedestrian Safety Action Plan (PSAP).

The SHA announced \$100 million in funding for five top priority corridors out of twenty-three identified by the PSAP. The first of these, work on MD 650/New Hampshire Ave. is scheduled for completion in 2026, and the other four, including MD 410/East-West Highway, should be significantly advanced by then. The SHA is slated to announce a 2.0 set of projects in the fall of 2024; WABA's support for funding can make a difference.

2. WABA will continue to press for project-linked improvements, noting former State Highway Administrator Tim Smith's March 2023 commitment³⁶, "The SHA will implement context guide design elements in all capital projects; this includes resurfacing projects, signal projects, safety and spot improvement projects, as well as minor and major reconstruction projects."

A Prince George's example relates to Purple Line construction, although the Maryland Transit Administration (MTA) is not subject to former Administrator Smith's commitment, even when the work is on or along a state highway. Nonetheless, WABA presses the parties for conformance with

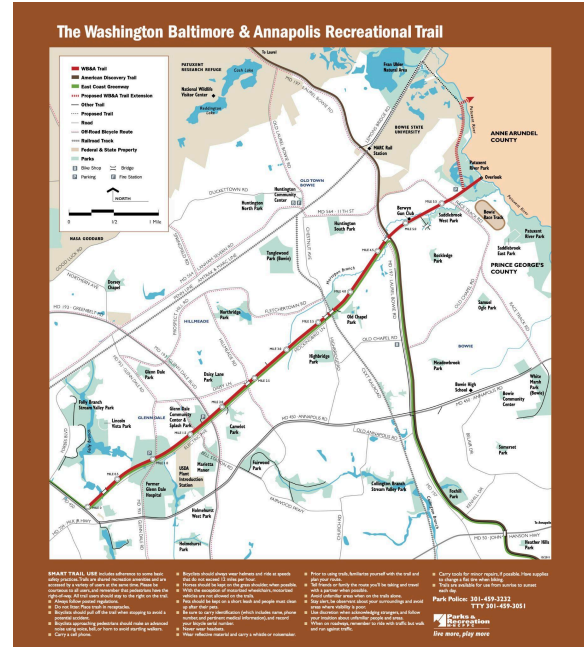
³⁶ https://waba.org/wp-content/uploads/2023/12/2023-SHA-Commitment-HB-70_FINAL.pdf

the highest feasible safety standards. An example is WABA advocacy directed to the MTA's Purple Line construction team³⁷, calling for safety improvements to plans for MD 201/Kenilworth Avenue.

3. WABA will continue to work with the state, county, and municipalities to promote projects that would connect and complete Prince George's County's (low-stress) bicycling network, promote place-making, and boost transit connections.

The Washington, Baltimore, and Annapolis (WB&A) Trail; MD 450/Annapolis Road upgrades and connections; and the Rhode Island Avenue Trolley Trail are examples.

The WB&A Trail³⁸ (almost) crosses Prince George's County, running between MD 450/Annapolis Road and the Patuxent River, the border with Anne Arundel County. WABA would like to see the trail extended approximately five miles, to the Washington DC border, on/along a state road, MD 704/Martin Luther King Jr. Highway. An extended trail would connect to the Marvin Gaye Park Trail in Washington, DC. M-NCPPC conducted a feasibility study in 2018³⁹ but has not advanced the project.



An extension to the Rhode Island Avenue Trolley Trail was opened in December, 2023. WABA would like to see the trail extended southwest from the current Hyattsville terminus, along US 1 into Washington DC. The extended trail would pass through three municipalities: Mount Rainier, North Brentwood, and Brentwood. A Mount Rainier council member informed WABA (April 2024) that “SHA has told us that they plan to carry out a feasibility study to study whether there is the possibility of [extending the trail] within their right of way,” which of course WABA would support.

And WABA has been working to revive and advance MD 450/Annapolis Road bikeway and safety efforts, with an initial focus on New Carrollton and nearby including the Metro station, the MD 450-Capital Beltway interchange, and WB&A Trail connection to the New Carrollton transportation hub. The work involves the City of New Carrollton, the State Highway Administration, the Prince George's County Council, and local advocates: again, an example of locally focused work.

4. WABA will continue to work with Prince George's County and the State of Maryland to support strategic initiatives, and sometimes we will interact in constructive opposition.

On the support side is the Central Avenue Connector Trail (CACT), a 6.5-mile biking and walking trail between the Washington DC border – the Capitol Height Metro station – and Largo Town

³⁷ <https://waba.org/wp-content/uploads/2024/06/2024-06-18-MTA-design-MD-201-Kenilworth-Ave.pdf>
³⁸ <https://www.pgpc.org/wp-content/uploads/2023/03/Washington-Baltimore-Annapolis-Trail.pdf>
³⁹ <https://www.waba.org/wp-content/uploads/2018/09/2018-06-20-Final-WBA-Trail-Feasibility-Report.pdf>

Center, part of the strategic Blue Line Corridor initiative⁴⁰. This project is part funded by a \$25 million federal RAISE grant awarded in 2023⁴¹ that WABA was happy to support.

By contrast, WABA strongly opposes SHA plans for the I-95/I-495 at Medical Center Dr Interchange project⁴², a \$90+ million project that would degrade pedestrian and bicyclist safety at a key Capital Beltway crossing, by installing a “diverging diamond” interchange, in the name of adding motor-vehicle capacity.

5. WABA will continue to engage developers whose projects involve creation of on-site and adjacent transportation infrastructure: sidewalks and paths, bike lanes, bike parking, etc. Often a developer is called on to create community amenities that may include parks, playgrounds, and public spaces, and a developer may win LEED⁴³ (Leadership in Energy and Environmental Design) points by providing green features that may include bicycling-linked facilities and transportation connections.

In Prince George's County, WABA has reached out to developer Urban Atlantic, in connection to UA's mixed-use New Carrollton Metro Development⁴⁴. While this particular interaction hasn't gone beyond including UA in a local program⁴⁵ and follow-up discussions about transportation planning in the area, it's an example of the CSR-linked interactions that we will undertake.

Policy and Planning

The Complete State Roads initiative will be facilitated by a number of non-legislative state policy updates. We expect to (continue to) pursue:

- Updates to Context Driven

WABA has been working for over a year, in collaboration with the Coalition for Smarter Growth, to promote updates to Context Driven. We arranged an April, 2023 meeting with then-SHA Deputy Administrator Matt Baker to discuss context designations in Prince George's County, and the lack of accommodation of transit presence and local plans in determining context designation. This led to a May 15, 2024 letter to State Highway Administrator Will Pines⁴⁶ calling for updates. We will continue to promote Context Driven updates.

- E-bike purchase rebates/vouchers

More people on bikes means more visibility for bicyclists and more voices for new bike lanes and trails and bike program funding. And e-bikes get more people on bikes, more. That is, e-bikes making cycling accessible for individuals who are unprepared to rely on a pedal-only bike, they ease longer and hillier bike trips possible for experienced cyclists, and cargo e-bikes allow cyclists to transport kids, groceries, commercial goods, etc. that couldn't or wouldn't transport on a non-cargo bike.

⁴⁰ <https://www.princegeorgescountymd.gov/departments-offices/blue-line-corridor-tod-guidance>, <https://www.cnu.org/what-we-do/build-great-places/blue-line-corridor>

⁴¹ <https://www.washingtonpost.com/dc-md-va/2023/07/24/federal-grant-washington-trails/>

⁴² <https://mdot-sha-i95-i495-at-medical-center-dr-inter-pga205172-maryland.hub.arcgis.com/>

⁴³ <https://www.usgbc.org/leed>

⁴⁴ <https://www.urban-atlantic.com/new-carrollton-metro>

⁴⁵ <https://waba.org/blog/2023/08/prince-georges-new-carrollton-transportation-bicycling-forum/>

⁴⁶ <https://waba.org/wp-content/uploads/2024/06/MC-PGC-Context-Driven-Letter-to-MDOT-SHA-May-15-2024.pdf>

The 2050 Maryland Statewide Bicycle and Pedestrian Master Plan⁴⁷ recommends that the state create an e-bike rebate program, which would make e-bikes more attainable. WABA believes the state should take this step administratively since legislation is unlikely to advance.

We expect to (continue to) pursue complementary Prince George's County policy updates. These policy updates would boost Prince George's County bicycling but aren't tied directly or exclusively to state roads. They include:

- Update to the Master Plan of Transportation

Prince George's Planning (M-NCPPC) is currently updating the county's Master Plan of Transportation, branded as GO Prince George's⁴⁸, with release anticipated in January, 2025.

- Advocacy around Master Plans, Sector Plans, and (Zoning) Map Amendments

Area master plans recommend zoning, land use, and transportation infrastructure for a portion of the county. They influence and guide development and infrastructure creation for decades after they are created by planning staff, approved by the Planning Board, and adopted by the County Council.

WABA has been following processes for the Central Avenue-Blue/Silver Line Sector Plan and Sectional Map Amendment⁴⁹ (SMA; a zoning change) and the Port Towns Sector Plan and SMA⁵⁰, for example.

- Equitable Bikeshare expansion

Bikeshare gets more people on bikes, more. That is, it makes biking possible for people who don't own a bike, and it makes a bike available for bike owners whose bike is elsewhere. (The same principle applies to other forms of shared micromobility, namely scooters and non-Bikeshare bikes such as Lime's.)

WABA supports Bikeshare system expansion through the installation of new stations and the expansion of the area where Bikeshare bikes may be used. Expansion must be equitable, balancing the current concentration of stations in the north/west portions of Prince George's County. Fort Washington and the Green Line Metrorail stations (Branch Avenue, Suitland, Naylor Road) and the surrounding areas would be good expansion locations.

- E-bike purchase rebates/vouchers

WABA not only supports state e-bike purchase rebates/vouchers; we also support establishment of a county program, whether in addition to or failing state action.

- WABA is supporting the Department of Public Works and Transportation's development of a robust Vision Zero 2025-2029 action plan, as opportunities arise.

Certain planning systems and artifacts are outdated or deficient.

⁴⁷ https://www.mdot.maryland.gov/OPCP/MDOT_State_Bike_Ped_Master_Plan_FULL_FINAL_VERSION.pdf

⁴⁸ <https://www.pgplanning.org/countywide-planning/transportation-planning/go-prince-georges>

⁴⁹ <https://www.pgplanning.org/projects/central-avenue-blue-silver-line-sector-plan-and-sma>

⁵⁰ <https://www.pgplanning.org/community-planning/long-range-planning/port-towns-sector-plan-and-sma>

- The Countywide Master Plan of Transportation: Bikeways and Trails⁵¹ dates to November, 2009. It is woefully out of date, both the map and the four policy elements. M-NCPPC should create a new Bicycle Master Plan.
- The Prince George's County - Transportation Hub⁵² system does not map bikeways. It should; the information is available on other sites, notably a county Bicycle Level of Stress (LTS) site⁵³, described in the Data/Resources section of this document.
- Information related to active transportation policy, plans, and resources is difficult to find on county Web sites.

⁵¹ <https://www.mncppcapps.org/planning/publications/PDFs/238/Part%207%20Bikeway%20and%20Trail%20Map.pdf>

⁵² <https://princegeorges.maps.arcgis.com/apps/MapSeries/index.html?appid=491d5dd769f74963805650e58803c177>

⁵³ <https://experience.arcgis.com/experience/429b637d8e714ec2a5a679315401923b/>

CSR-Related Legislation

WABA pursues state and county legislation that would boost Prince George's County bicycling, road-safety for vulnerable road users, and bikeway creation. Some bills are specific to state roads and others are not. For statewide bills, WABA works cooperatively with Bike Maryland and, to an extent, within the Transform Maryland Transportation coalition and ad-hoc environment coalitions spearheaded by organizations including the Maryland Sierra Club and the Chesapeake Climate Action Network (CCAN).

Prospective 2025 state legislation includes several 2024 bills that would make a material difference in boosting cycling and safety for vulnerable road users. The first three of these bills passed the House in 2024 but did not pass in the Senate:

- The Transportation Climate-Alignment Act. The 2024 bill was voted in the Senate but did not receive a third-reading floor vote so it was not enacted.
- SHA 5 MPH speed limit reduction on an urban state highway without a traffic and engineering investigation.
- A Montgomery County local bill, that is, applying only in the county, allowing area-wide speed limit reduction without a traffic and engineering investigation, based on a complete streets or similar plan.
- The Great Maryland Trails Act. Amendments to proposed 2024 legislation led to delays that meant the 2024 bill did not pass either chamber.

Other bills would make common bicycling practices legal. Two bills, in particular, the first two bills listed below passed the House in 2024 but did not get a Senate Judicial Proceedings Committee (JPR) vote. The chair of JPR has committed to moving them early in the 2025 session. The third would be another shot at a bill introduced in the 2016 legislative session.

- Bicycle Safety Yield (also known as Stop as Yield).
- A bill to allow Bikes on Sidewalks as the statewide default.
- Repeal of mandatory bike lane use⁵⁴.

Desirable 2025 legislation includes:

- A bill prohibiting vehicles' stopping, standing, or parking in a bike lane. The 2024 Better Bus Service Act, which passed, was amended to remove provisions to this effect.

Finally, we cite two 2024 pro-cycling bills that did not pass. It may not be desirable to seek 2025 reintroduction because of the state's dire transportation funding picture:

- Electric Bicycle Rebate and Voucher Program. A 2024 bill failed to advance despite a very modest, \$180,000 total yearly cost. We are pursuing an alternative route, administrative creation of a program.
- A bill to address maintenance responsibility for sidewalks and bicycle lanes within the state right-of-way. The 2024 bill, introduced at WABA's behest in collaboration with a community advocate, did not pass either chamber.

⁵⁴ 2016 House Bill 426, <https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/HB0426/?ys=2016rs>

Additional References

Prince George's County – DPW&T

Transportation Hub

<https://princegeorges.maps.arcgis.com/apps/MapSeries/index.html?appid=491d5dd769f74963805650e58803c177>

Prince George's County – M-NCPPC

Plan Prince George's 2035

<https://planpgc2035.org/281/Transportation-Mobility>

Go Prince George's (Master Plan of Transportation, implementing Plan Prince George's 2035)

<https://www.pgplanning.org/countywide-planning/transportation-planning/go-prince-georges>

Transportation Planning

<https://www.pgplanning.org/countywide-planning/transportation-planning>

PG Atlas (planning and development)

<https://www.pgatlas.com/>

Maps & GIS Data, PG Planning

<https://www.pgplanning.org/data-tools/maps>

Bicycle Pedestrian Impact Statements

https://www.pgplanning.org/wp-content/uploads/2023/10/Bulletin-4-2021_Bicycle-Pedesestrian-Impact-Statements.pdf

M-NCPPC Priority Trails Map (June 2018)

<https://www.pgparcs.com/wp-content/uploads/2023/03/Appendix-1-2-and-Map-P.pdf>

Trail Connectivity to Priority M-NCPPC Parks & Facilities (August 2018)

<https://www.pgparcs.com/wp-content/uploads/2023/03/Map-I-Trail-Connectivity-to-Priority-MNCPPC-Parks-and-Facilities.pdf>

Maryland

Bicycle Policy & Design Guidelines, Maryland State Highway Administration,

https://www.roads.maryland.gov/ohd2/bike_policy_and_design_guide.pdf

Maryland's Bicycle and Pedestrian Plans and Programs - MDOT,

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PagelD=24>

Council of Governments/Transportation Planning Board

Visualize 2050: National Capital Region Transportation Plan

<https://www.mwcog.org/transportation/plans/visualize/>

Bicycle and Pedestrian Plan for the National Capital Region (2022),

<https://www.mwcog.org/documents/2022/05/18/bicycle-and-pedestrian-plan-for-the-national-capital-region--bicycling-bike-to-work-day-bikesharing-walking>

Transportation Data & Tools

<https://www.mwcog.org/transportation/data-and-tools/>

Maps & GIS

<https://www.mwcog.org/transportation/data-and-tools/maps-and-gis/>

WABA presentations and notes

Complete State Roads, presented at the Prince George's County Bike Summit, May 18, 2024

https://docs.google.com/presentation/d/e/2PACX-1vT4Xj9bTyJE6PHsmoO56k4DdXy_czu2SlapMBqbrL8iwSPIBtuNszR6HALmhkqmJBct8GobK2tDzLo0/pub?start=false&loop=false&delayms=3000

Maryland Funding Programs (January 11, 2024)

https://docs.google.com/document/d/e/2PACX-1vRsdhjRbKibwbYFdxudZkitMpTSf_rNsxkN_75Bx4AdHG5YXMwo1Vul-UbgN11GfUpHxIABF_KDoEmf/pub

Federal Funding Programs (January 11, 2024)

https://docs.google.com/document/d/e/2PACX-1vRpkeeJvdRF87H7tRX4NLe1wjVNOjxB-y2vVF7uXTGCeDgnCZ72UG1MVNPUwfW1_Q8sl3PPg5RdSat1/pub