



Draft for Public Review

ROAD TO **ZERO**

Vision Zero Action Plan

2026 -2030

A person on a bicycle and a person on a motorcycle are stopped at a traffic light. A car is visible in the background. The scene is overlaid with a dark blue filter.

Traffic deaths are not inevitable –
they are preventable and predictable.

Prince George's County accounted for 21% of all crash-related fatalities in Maryland between 2019 and 2023.

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Message from County Executive



AISHA N. BRAVEBOY

Dear Residents, Visitors, and Neighbors of Prince George's County,

Everyone, residents, commuters, visitors, and families—should expect and deserve safe travel in Prince George's County.

That is why my administration is advancing the Road to Zero Plan 2026-2030, a clear, community-informed strategy to reduce traffic deaths and serious injuries across our County.

Traffic fatalities and serious injuries are not just statistics. They are mothers and fathers, children and grandparents, friends and neighbors. Every loss is tragic, and every serious injury can change a life forever.

The Road to Zero Plan reflects my Vision Zero commitment and a broader focus on public safety, prevention, and quality of life. It provides practical solutions that improve how our streets, sidewalks, intersections, and roadways are designed, maintained, and used every day.

*Together, we can build
safer streets.*

*This is how we elevate
Prince George's County.*

*Every person deserves
to make it home safely.*

I am especially encouraged that this plan is shaped by the people we serve. Residents, community partners, transportation advocates, and public safety professionals have shared their ideas and experiences, helping guide strategies that focused on safer street design, equitable transportation access, education, enforcement, and stronger coordination across County agencies.

This life-saving work will require partnership, personal responsibility, accountability, and unswerving action from all of us. When we plan with purpose and move together, we create communities that are safer, more connected, and more welcoming for everyone.

Thank you to everyone who helped shape the Road to Zero Plan and to all who will continue working with us to protect lives and strengthen Prince George's County for generations to come.

PRINCE GEORGE'S COUNTY EXECUTIVE

Departmental Commitment

Vision Zero recognizes that mistakes happen but that the road system and related policies should be designed to ensure those mistakes do not result in fatal or serious injury crashes. Vision Zero is also an ambitious multidisciplinary approach, bringing together stakeholders to work on improving traffic safety.

Prince George's County adopted Vision Zero in 2019 and leveraged strong partnerships to develop and implement 'actions' throughout the County. We are focusing on improving design, engineering, enforcement, policy, and education practices to reach zero traffic deaths and serious injuries.

This Plan serves as our commitment to building a safer Prince George's County where life and safety are valued above all else. We acknowledge that we all have a role, and that government, policy, and decision-makers, residents, visitors, and employees traveling within the County are included to look out for one another on the roads and to practice safe travel behaviors.



Oluseyi A. Olugbenle

Acting Director

Department of Public Works and Transportation

Prince George's County Government

Prince George's County Department of Public Works and Transportation (DPW&T) expresses gratitude to all who contributed their time and insights to develop the Prince George's County Vision Zero Action Plan 2026-2030 (Plan).

Thank you to the 2,000+ county residents who participated in surveys, pop-up events, and the community listening session. Thank you to the dozens of municipal, county, state, and regional government partners who were critical in developing the 'actions' and supporting implementation efforts. Thank you to the consultant teams, WSP and Assedo Consulting, for facilitating plan development and technical analysis and for supporting outreach efforts.

Prince George's County DPW&T's Vision Zero Team looks forward to continuing collaborative implementation efforts to end traffic fatalities and serious injuries in the County.

**Vision Zero is a different way
to approach traffic safety.**

Key Concepts and Terms



The following list provides definitions of key terms used in this plan:

Crash or Collision: A set of events that result in property damage, injury, or death due to the collision of a motorized vehicle with another motorized vehicle, a bicyclist (including use of any pedalcycle), a pedestrian, people using mobility devices, or a fixed object. Accidents are predictable and preventable events, which is why the term crash or collision is used in this Plan.

Federal Highway Administration (FHWA): Division of USDOT that oversees roadway transportation in the United States and sets national standards, guidance, and policies for roadway safety.

High Injury Network: Sections of roadways or intersections that have the highest instances of serious injury and fatal crashes.

High-Risk Network: Sections of roadways or intersections that have the highest risk for serious injury or fatal crashes based on design features and criteria.

Insurance Institute for Highway Safety (IIHS): Non-profit organization that conducts safety reviews of vehicles through crash tests and other vehicle safety evaluations.

Maryland Department of Transportation (MDOT): The parent organization of the State Highway Administration and several other agencies that oversee transportation in the State.

Maryland Highway Safety Office (MHSO): Division of the Maryland Motor Vehicle Administration (MVA) focused on reducing traffic fatalities and injuries through the administration of several traffic safety programs.

Maryland State Highway Administration (SHA): Division of MDOT that oversees Interstate, US, and State Highways throughout the State.

National Roadway Safety Strategy (NRSS): USDOT's approach to significantly reducing serious injuries and deaths on highways, roads, and streets throughout the country.

Priority Corridor: A roadway identified where both the greatest number of serious injury and fatal crashes occur and where safety improvements can have the greatest impact, incorporating factors such as risk and community need.

Safe Systems Approach: A principle established by USDOT that traffic safety is a shared responsibility, including those who design, build, operate, and use the transportation system. The approach includes safe road users, safe vehicles, safe roads, safe speeds, and postcrash care.

Six E's: The foundational pillars of transportation safety that emphasize a multidisciplinary approach, originally established in the 1920's by the National Safety Council. The E's are Education, Enforcement, Engineering, Emergency Response, Equity, and Evaluation.

Safe Streets and Roads for All (SS4A): USDOT's initiative providing financial support to prevent roadway fatalities and serious injuries.

United States Department of Transportation (USDOT): Parent organization of FHWA and several other agencies that oversee transportation in the United States.

Vision Zero Action Group: A group developed by DPW&T, comprising county and state government agencies and partners, established to improve collaboration, bolster outreach, plan and track project implementation, and guide actions related to the County's Road to Zero Plan.

Vision Zero Coalition: A multi-agency stakeholder group responsible for implementing actions and for evaluating and monitoring progress of the Action Plan.

Vulnerable Road Users: People not protected by enclosed vehicles, including pedestrians, bicyclists, and people using mobility devices.

Executive Summary

Why Vision Zero?

Prince George's County's Vision Zero Action Plan (2026-2030) builds on a commitment first adopted in 2019 to **eliminate all traffic deaths and serious injuries by 2040**.

Rooted in the international Vision Zero framework and the USDOT Safe System Approach, the plan emphasizes that traffic fatalities are preventable and that safety responsibility is shared among transportation agencies, law enforcement, emergency responders, elected officials, and the public. The County's major focus is designing safer transportation systems that protect people with the assumption that humans are fallible.

Since launching its first Vision Zero Action Plan in 2020, Prince George's County has advanced roadway safety through data-driven decision-making, interagency collaboration, public engagement, policy enhancements, and targeted infrastructure improvements. The County has further expanded these efforts by securing federal, regional, and state grant funding to support critical safety investments and advance its commitment to eliminating traffic fatalities and serious injuries.

This 2026-2030 Vision Zero Action Plan outlines the County's priorities, strategies, and investments for the next five years, providing a roadmap to advance safer travel for all and move closer to the goal of zero traffic deaths.



581

FATAL CRASHES
2019-2023



There needs to be a culture change in our County about how people drive. The speeding and aggressive driving is rampant and endangers all of us.

- Public Input
Survey Respondent

Every traffic death is preventable.

● Fatal Crashes



Vision Zero
is more than
a Plan; *it is a*
commitment
to action.



Road Safety: Key Challenges and Issues

Prince George's County faces serious and growing safety challenges. In recent years, the County has recorded the highest number of traffic fatalities and serious injuries in Maryland, and fatal crashes have continued to rise.

Between 2019 and 2023, Prince George's County accounted for 21% of all crash-related fatalities statewide.

All of us play a role in **improving traffic safety** within our communities.

Based on 2019 to 2023 data, *several patterns stand out:*

67%

of fatal and serious injury crashes occur on State-owned roads and County-owned arterials but they account for only 18% of road miles.

SERIOUS CRASHES ARE INCREASING.



More people are being killed or seriously injured despite ongoing safety efforts.

A SMALL PORTION OF ROADS ACCOUNT FOR MOST SERIOUS CRASHES.

Many of the most serious crashes happen on major, high-speed, high-volume corridors. State-owned roads and County-owned arterials combined make up only 18% of road miles in the County but account for 67% of fatal and serious injury crashes. Improvements on State-owned roads require coordinated action between the County and Maryland partners.

PEDESTRIAN SAFETY IS A MAJOR CONCERN.

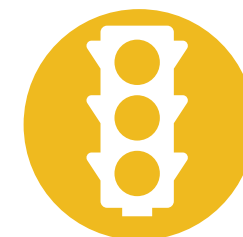


People walking are especially vulnerable, and pedestrian deaths have risen sharply in recent years.

SPEEDING AND DANGEROUS DRIVING BEHAVIORS ARE COMMON CONTRIBUTORS.

Through data and community input, speeding consistently rises to the top as a major concern, along with distracted driving and impaired driving.

INTERSECTIONS ARE HIGH-CONFLICT LOCATIONS.



Turning movements, signal timing, traffic operational challenges (real or perceived), and crossings create conditions where mistakes can quickly become deadly.

SOME COMMUNITIES FACE GREATER RISK AND GREATER BARRIERS TO SAFE TRAVEL.

Safety concerns are not distributed evenly. Areas with higher transit reliance, more walking, and other transportation needs often overlap with places where serious crashes occur, which means safety investments must be focused where harm is greatest.



SAFETY CULTURE AND AWARENESS

Many residents are aware of roadway safety concerns but remain unfamiliar with the Vision Zero framework. The Road to Zero Plan provides an opportunity to expand public engagement and better connect community input to safety actions and investments.

Paving the Road to Zero

As part of the next phase of its Vision Zero efforts, the County is adopting the **Safe System Approach**, a nationally recognized framework that addresses roadway design, road users, vehicles, speeds, and post-crash care to reduce traffic fatalities and serious injuries. Using a data-driven process, the County identified a **High Priority Network** and developed **Context Spotlights** to focus investments where safety risks are greatest. The Plan outlines targeted actions across all five Safe System pillars and provides a framework for implementation, monitoring, and continuous improvement to support the goal of reduced to

SAFE SYSTEM ELEMENTS



Safe Road Users:

Education, awareness, and policies that support safe behavior



Safe Vehicles:

Vehicle technologies and standards that reduce injury risk



Safe Speeds:

Speed limits and associated roadway design that reflect human tolerance to crash forces



Safe Roads:

Streets designed to reduce conflict points and crash severity



Post-Crash Care:

Fast and effective emergency response when crashes occur

KEY COMPONENTS OF THE PLAN

HIGH PRIORITY NETWORK

Identifies Priority Tiers 1–3 by combining the High Injury Network, High-Risk Network, and Community Needs Assessment to guide project prioritization and implementation.

PERFORMANCE MONITORING FRAMEWORK

Establishes short- and long-term metrics to track implementation progress and measure reductions in fatalities and serious injuries.

CONTEXT SPOTLIGHTS

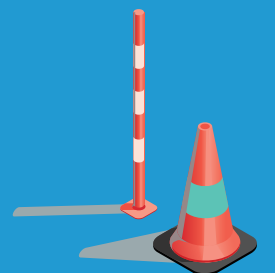
Highlights roadway and user contexts with disproportionate safety risks, including county-owned arterials, state-owned roadways, intersections, and locations with elevated Vulnerable Road User crashes.

COUNTERMEASURE TOOLKIT

Provides a menu of proven safety strategies, including expected benefits, costs, implementation timelines, and appropriate applications.

ACTIONS TO IMPROVE SAFETY

Recommends engineering, policy, education, enforcement, and emergency response actions aligned with the five Safe System pillars.



I. INTRODUCTION

Vision Zero is an international road safety initiative first adopted in Sweden in 1997. Since then, countries, states, cities, and counties around the world have adopted Vision Zero and achieved meaningful reductions in traffic deaths and serious injuries. Prince George's County is among a growing number of U.S. communities committed to this approach.

ROAD TO ZERO

What is Vision Zero?

At its core, Vision Zero is based on a fundamental principle – no loss of life on our roadways is acceptable. Traffic deaths are not inevitable – they are preventable and predictable. Vision Zero shifts the focus from individual blame to designing safer transportation systems that protect people, as humans will make mistakes.

Vision Zero expands upon traditional traffic safety efforts by using a holistic, community-wide, multidisciplinary approach. It brings together transportation agencies, law enforcement, educational institutions, elected officials, and residents to work toward a shared goal – eliminating traffic fatalities and serious injuries.

Under Vision Zero, responsibility for safety is shared by everyone who plans, designs, manages, and uses the transportation system by foot, bicycle, vehicle, mass transit, or mobility device.

The Need for Action

Roadway safety is an urgent issue in Prince George’s County. In recent years, the County has recorded the highest number of traffic fatalities and serious injuries of any County in Maryland, with annual fatal crashe totals continuing to rise.

Between 2019 and 2023, Prince George’s County accounted for 21% of all crash-related fatalities statewide. Pedestrian safety is of particular concern – 26% of all pedestrian fatalities in Maryland during this period occurred in Prince George’s County, and pedestrian deaths in the County increased by 40%, from 30 in 2019 to 42 in 2023.

It is important to acknowledge that there was a decrease in total crashes, fatalities, and serious injuries in 2024. A similar trend was identified in 2025 based on a review of preliminary available data that is still being refined by the Maryland State Highway Administration (SHA). While official data is expected to be available later in 2026, these preliminary results are encouraging and reflect the impact of ongoing efforts.

The analysis informing this plan uses crash data through 2023, as this was the year with complete data available at the start of this analysis, ensuring this plan provides a consistent and reliable foundation for identifying trends and prioritizing future actions.

These trends highlight a Countywide safety challenge that requires immediate, coordinated action. An updated Road to Zero Plan is essential to reversing these trends and advancing the County’s goal of eliminating traffic fatalities and serious injuries.

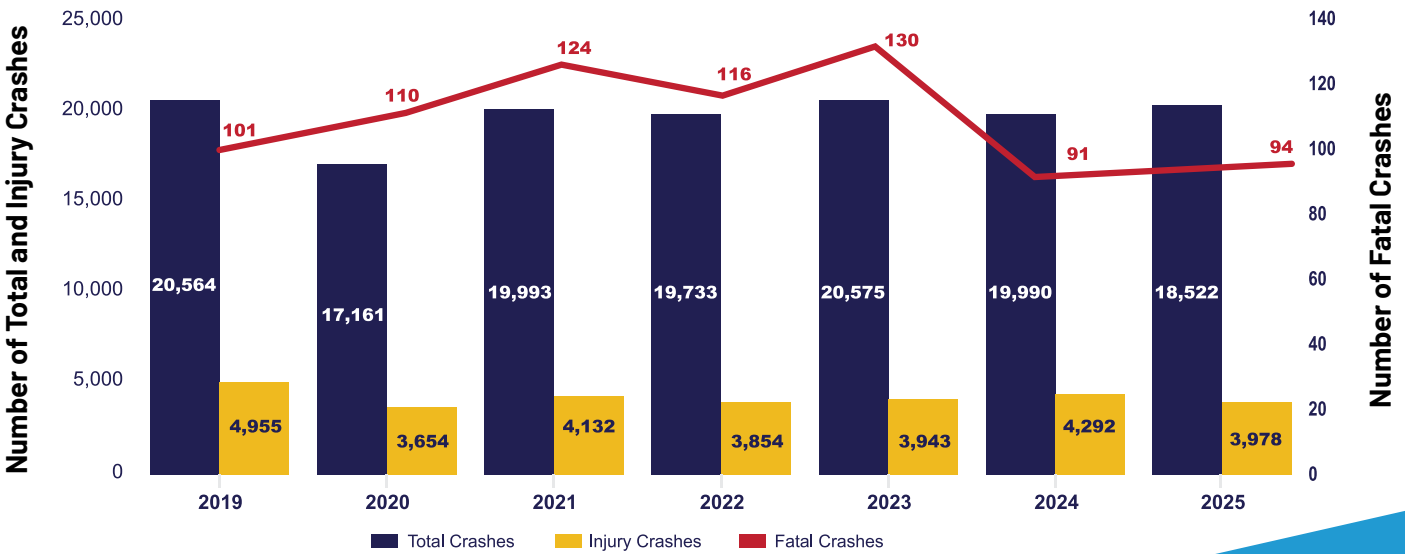
Recent trends show positive improvements, with preliminary data showing declines in crashes, fatalities, and serious injuries in 2024 and 2025. While this progress reflects the impact of ongoing safety efforts, any loss of life remains unacceptable, and continued action is needed to achieve the County’s Vision Zero goal of zero traffic deaths and serious injuries.

There are still more than **zero fatalities and serious injuries in 2024 and 2025.**

Anything more than zero is short of our goal.



TOTAL, INJURY, AND FATAL CRASHES



RECENT TRENDS ARE
ENCOURAGING

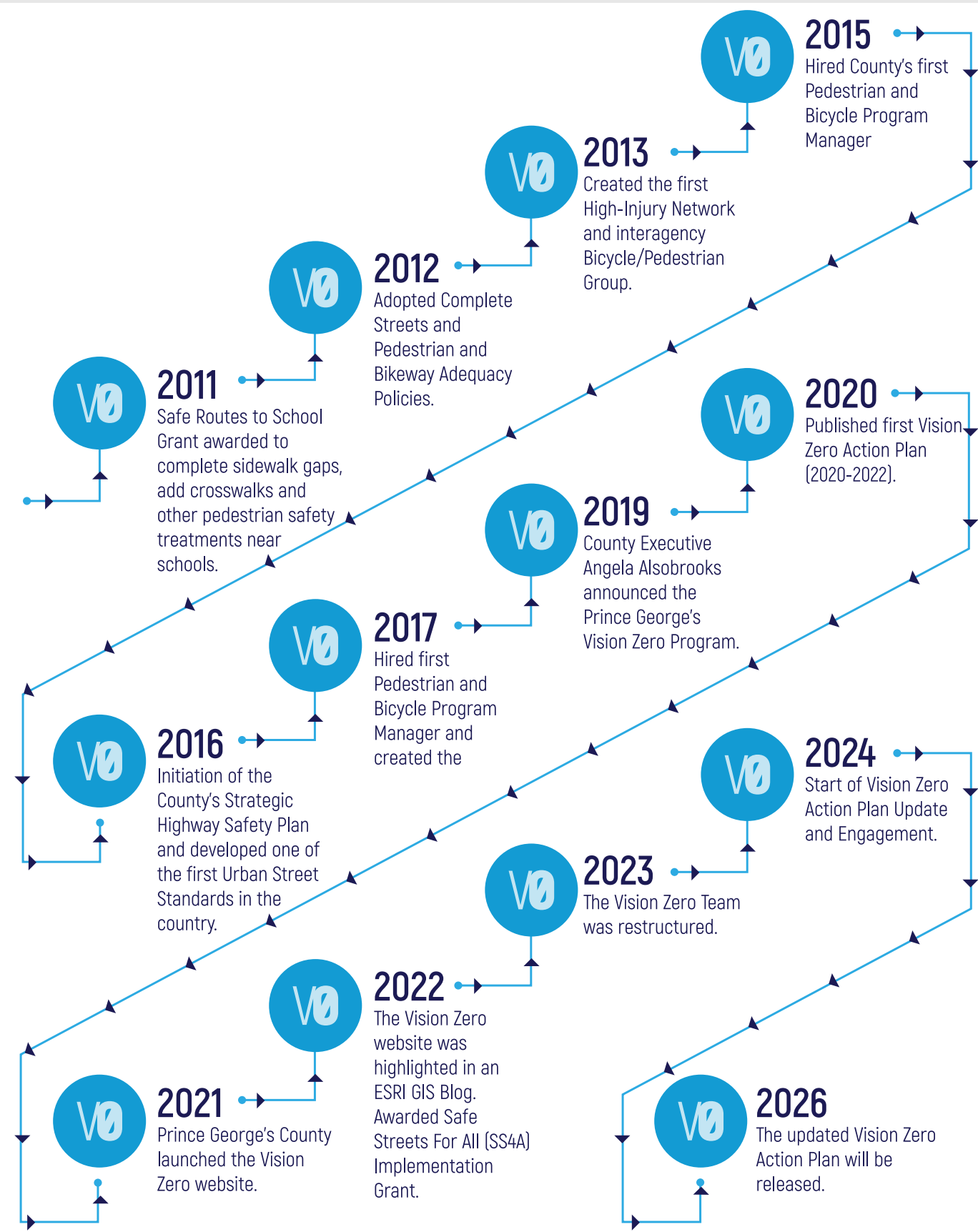
History of Vision Zero

Prince George’s County launched Vision Zero in 2019 under County Executive Angela Alsobrooks, committing to eliminate traffic fatalities and serious injuries by 2040. The County’s first Vision Zero Action Plan (2020–2022) established data-driven strategies organized around the six E’s of transportation safety: Education, Emergency Response, Engineering, Enforcement, Evaluation, and Equity.

Since then, the County has continued to advance Vision Zero through evolving interagency collaboration, including crash data review, public outreach, policy development, and engineering efforts through spot improvements and CIP projects. In 2024, Prince George’s County updated its Urban Street Design Standards to further support safer, more multimodal-focused street design. DPW&T’s Office of Engineering and Project Management has also developed a Safe Routes to Schools program and is in the process of hiring Safe Passage Coordinators to expand the program’s capacity and reach.



HISTORY OF VISION ZERO IN PRINCE GEORGE’S COUNTY



Vision Zero in Context

The Road to Zero Plan builds upon and aligns with Prince George’s County’s broader policy framework and transportation investments. This effort advances several County plans and policies including:

- Complete and Green Streets policies (County Council Bill CB-083-2012)
- Adequate Public Pedestrian and Bikeway Facilities in Centers and Corridors (County Council Bill CB-002-2012)
- Urban Street Design Standards
- Bicycle and Pedestrian Network Plan
- Strategic Roadway Safety Plan, the second to be developed in Maryland
- Go: Prince George’s – Countywide Master Plan of Transportation (2025-2035)

The Maryland Department of Transportation (MDOT) is supplementing these efforts at the state level with plans and policies including:

- Complete Streets Policy
- 2026-2030 Maryland Strategic Highway Safety Plan
- Serious about Safety campaign

In addition, Maryland’s State Highway Administration (SHA) is leading the following efforts:

- SHA Vulnerable Road User Assessment
- SHA Context Driven Guide – Access and Mobility for All Users
- SHA Pedestrian Safety Action Plan

These efforts also align with federal safety priorities under the United States Department of Transportation (USDOT), including the Safe System Approach (SSA) and National Roadway Safety Strategy (NRSS), reinforcing the County’s commitment to eliminating traffic fatalities and serious injuries.

By integrating Vision Zero principles into capital improvement programming, roadway design standards, and interagency coordination, the Road to Zero Plan strengthens policy consistency, leverages federal and state funding opportunities, and advances a unified, Countywide commitment to safer streets for all.

The Road to Zero Plan builds upon and aligns with Prince George’s County’s broader policy framework and transportation investments, including the implementation of safety improvements along seven County corridors that was funded by the County’s 2023 award of a \$21.3 million Safe Streets and Roads for All (SS4A) Grant by the U.S. Department of Transportation (USDOT).



ACHIEVEMENTS: PROGRESS SINCE 2020

COMMUNITY ENGAGEMENT & EDUCATION

170

community events focused
on traffic safety outreach
and promotion



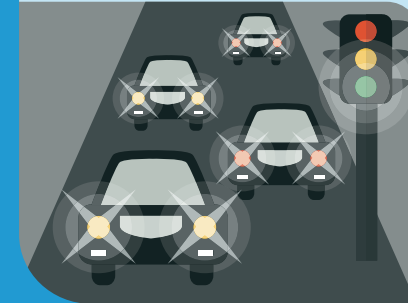
15,000

safety pledge cards
distributed



2,250

safety pledges
recorded



900+

residents directly
engaged via Vision
Zero safety campaign



6

safety exhibitions conducted
throughout the County



427

public survey
participants



ACHIEVEMENTS: PROGRESS SINCE 2020

INFRASTRUCTURE & ENGINEERING IMPROVEMENTS

168
Neighborhood Traffic
Management Program studies
completed

272
new speed
humps

109 miles of road resurfaced

12,256
locations with street lighting
improvements

12
traffic calming
projects
implemented

174 miles of
new sidewalk
constructed

Vision Zero Action Plan Development

The Road to Zero Plan is Prince George’s County’s roadmap to eliminate traffic fatalities and serious injuries by 2040. Building on the County’s Strategic Roadway Safety Plan and previous Vision Zero initiatives, the Plan takes a data-driven, community informed and mutiagency collaborative approach.

Led by the Department of Public Works and Transportation (DPW&T), the Plan was developed through collaboration with community advisory groups, stakeholder committees, and partner agencies. The plan guides County agencies, elected officials, and community members in improving roadway safety. It is also informed by a Gap Assessment of the County’s 2020-2022 Vision Zero Action Plan, with key findings and recommendations integrated into the strategies and actions proposed for 2026-2030.

What’s Changing?

Together, these changes represent a shift from managing traffic safety to designing a transportation system where human mistakes do not result in tragedy.



Shift to Safe System Approach

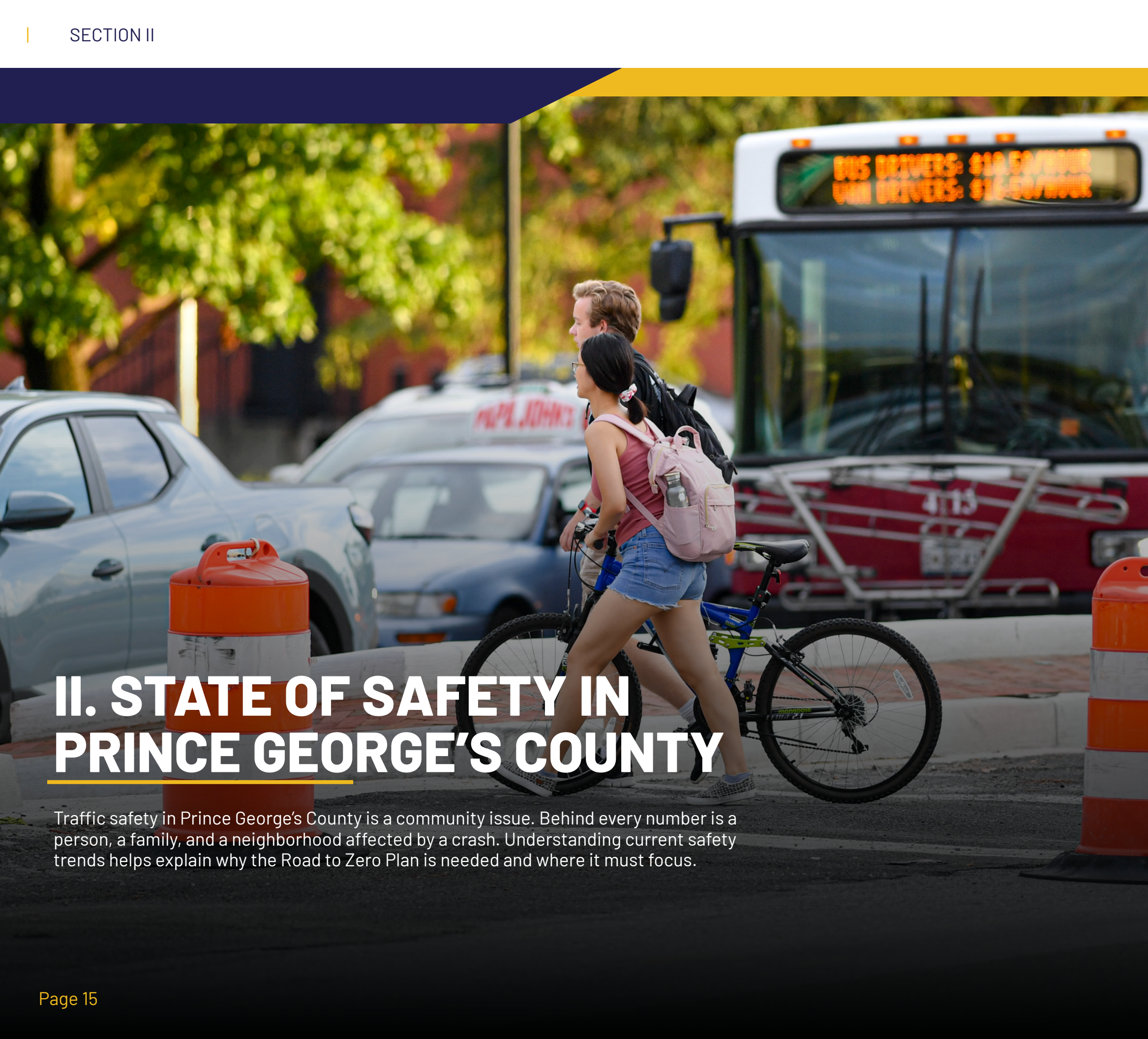
The Road to Zero Plan marks the next phase of Prince George’s County’s Vision Zero commitment. By adopting the Safe System Approach, the County is aligning with a nationally recognized framework promoted by the USDOT.

The Safe System Approach recognizes that people will make mistakes and that the transportation system should be designed to prevent those mistakes from resulting in severe outcomes. Rather than focusing solely on individual behavior, it emphasizes shared responsibility among agencies, policymakers, roadway designers, vehicle manufacturers, emergency responders, and road users.

By addressing speeds, roadways, vehicles, people, and post-crash care together, the County is creating multiple layers of protection that reduce crash risk and save lives when crashes occur.

SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable While no crashes are desirable, the Safe System approach prioritizes crashes the result in death and serious injuries, since no one should experience either when using the transportation system.	Humans Make Mistakes People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.	Humans Are Vulnerable People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.
Responsibility is Shared All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don’t lead to fatal or serious injuries.	Safety is Proactive Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.	Redundancy is Crucial Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



II. STATE OF SAFETY IN PRINCE GEORGE'S COUNTY

Traffic safety in Prince George's County is a community issue. Behind every number is a person, a family, and a neighborhood affected by a crash. Understanding current safety trends helps explain why the Road to Zero Plan is needed and where it must focus.

ROAD ^{TO} ZERO

Overall Crash Trends

After a temporary decline in serious crashes in 2020 (during a period of significantly reduced travel due to the COVID-19 pandemic), traffic fatalities increased steadily between 2020 and 2023. This rise in deaths is deeply concerning.

Despite ongoing efforts, more people are losing their lives on our roads. Preliminary data shows that 92 fatal crashes were reported in 2024, a notable decrease from 2023. Even with this decline, we are still not at our goal of zero serious injuries and fatalities, and injury crashes still increased in 2024. This Plan uses all available crash data from 2019–2023 for the analyses in this section.

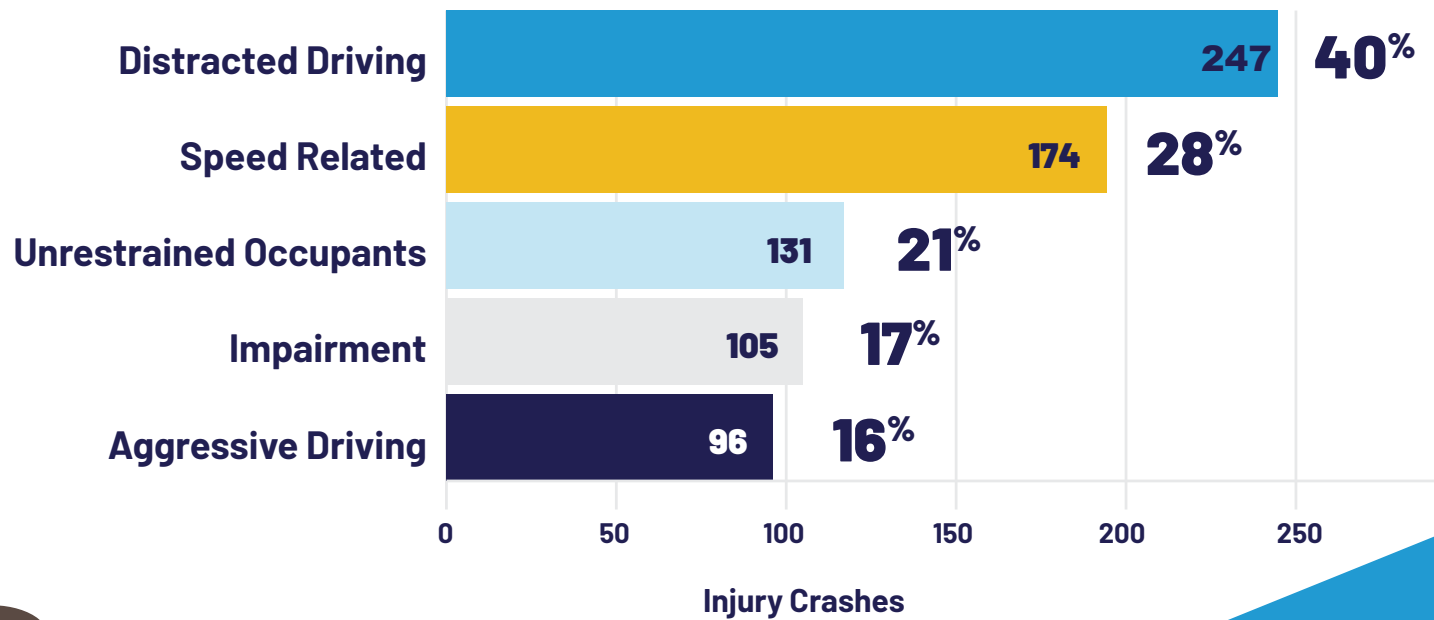
The goal of Vision Zero is not simply to reduce crashes. It is to **prevent fatal and serious injuries entirely.**

The data shows that there is a trend of injury crashes consistently involving a lack of attention as a contributing factor, with police reports indicating “failing to give full time and attention” and “being inattentive” as the first and second most common primary contributing factors, respectively, combining for 40% of all fatal and injury crashes. Speed, identified as “too fast for conditions”, was the fifth most common primary contributing factor, accounting for 28% of all fatal and injury crashes.

The data also shows that roads maintained by the State¹ account for 64% of fatal and serious injury crashes in the County, even though they represent a smaller share of total roadway centerline miles. Crashes on these higher-speed, higher-volume roads are also more likely to be fatal.

Why this matters: Higher speeds increase the severity of crashes. The Road to Zero Plan prioritizes safer speeds and safety improvements along high-priority corridors, especially on roads where the risk of death is greatest.

TOP 5 CONTRIBUTING FACTORS TO INJURY CRASHES (2019-2025)



2023

● Pedestrian: 106
◆ Bicyclist: 6

2022

● Pedestrian: 92
◆ Bicyclist: 5

2021

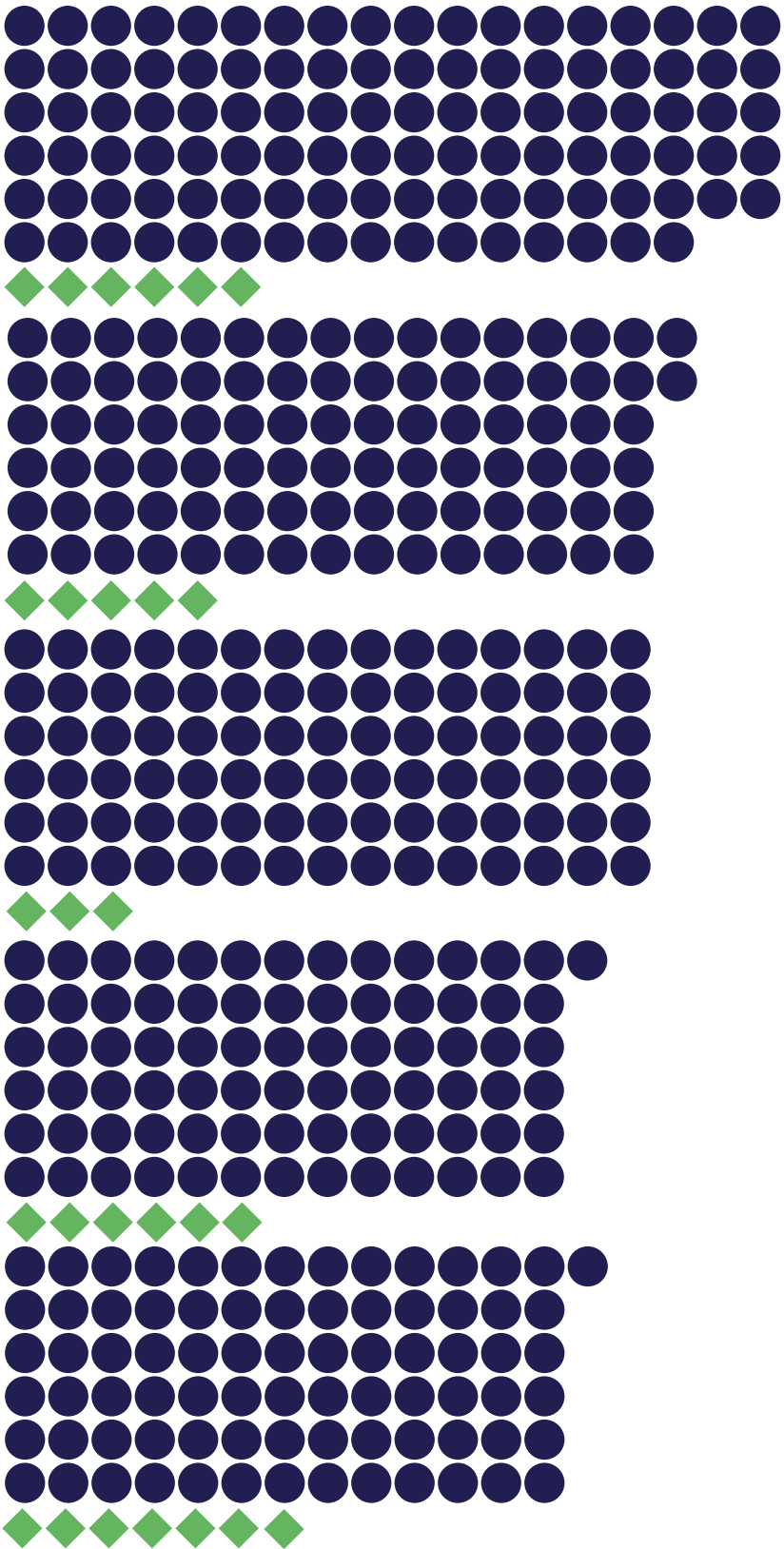
● Pedestrian: 90
◆ Bicyclist: 3

2020

● Pedestrian: 79
◆ Bicyclist: 6

2019

● Pedestrian: 79
◆ Bicyclist: 7



Each shape represents 1 fatal or serious injury crash.

Vulnerable Road Users (VRU)

People walking, bicycling (including use of any pedalcycle²), or using mobility devices are especially vulnerable in traffic crashes because they do not have the protection of a vehicle. Recent trends show that pedestrian fatalities and serious injuries have increased significantly, even while bicyclist crash trends have remained more stable.

The data also show:

- Pedestrian crashes occur more often at night.
- Poor visibility increases the risk of serious injury.

VRU crashes are more prevalent on State roads than non-State roads. Independent of roadway ownership, VRU crashes occur more frequently and more often result in serious injury or fatality on arterials compared to roads with lower functional classifications³.

Why this matters: Visibility and speed are critical factors in pedestrian safety. The Road to Zero Plan includes strategies to improve lighting, redesign intersections, and manage speeds.

Young Drivers

While crash involvement generally decreases with age, crashes involving younger drivers are more likely to have severe outcomes. 14% of crashes involving drivers under age 15 resulted in serious injury or fatality, the highest of all age ranges. Younger drivers are more likely to be in impaired driving crashes.

Why this matters: The Road to Zero Plan includes targeted education, enforcement, and outreach strategies focused on high-risk driving behaviors, including speeding and impaired driving among young drivers.

CRASHES AT NIGHT

CRASHES OCCURING AT NIGHT



70% of Vulnerable Road User crashes
53% of Motorist-only crashes

CRASHES OCCURING AT NIGHT (WITHOUT LIGHTING)



31% of Vulnerable Road User crashes
28% of Motorist-Only crashes



Crash Trends and Socioeconomic Factors

The Metropolitan Washington Council of Governments’ (MWCOC) Equity Emphasis Areas (EEAs), which are based on American Community Survey data and identify concentrations of low-income and historically disadvantaged populations, show that many high-need communities in Prince George’s County are located inside the Capital Beltway.

In Prince George’s County, 47% of fatal and severe injury crashes between 2019 and 2023 occurred within census tracts designated as Equity Emphasis Areas. This indicates that communities facing greater social and economic challenges are disproportionately impacted by severe traffic crashes and related safety risks.

Why this matters: The Road to Zero Plan prioritizes safety investments where crash risk and community need intersect. Focusing resources in these areas helps prevent the greatest harm while advancing equitable transportation safety outcomes for communities most affected by traffic violence.

Equity Emphasis Area Map

2023 Census Tracts

-  EQUITY EMPHASIS AREA
-  CAPITAL BELTWAY

Traffic crashes **do not affect** all communities equally.



WHY THIS MATTERS:
Focusing resources in these areas helps prevent the greatest harm while advancing equitable transportation safety outcomes for communities most affected by traffic violence.



III. PUBLIC AND STAKEHOLDER ENGAGEMENT

All of us play a role in increasing traffic safety within our communities. Residents and neighborhood leaders, State agencies, County agencies, local municipalities, and non-profit and advocacy groups were critical in the development of the goals, principles, and actions in the Plan and will be integral in the implementation of various traffic safety projects throughout the County.

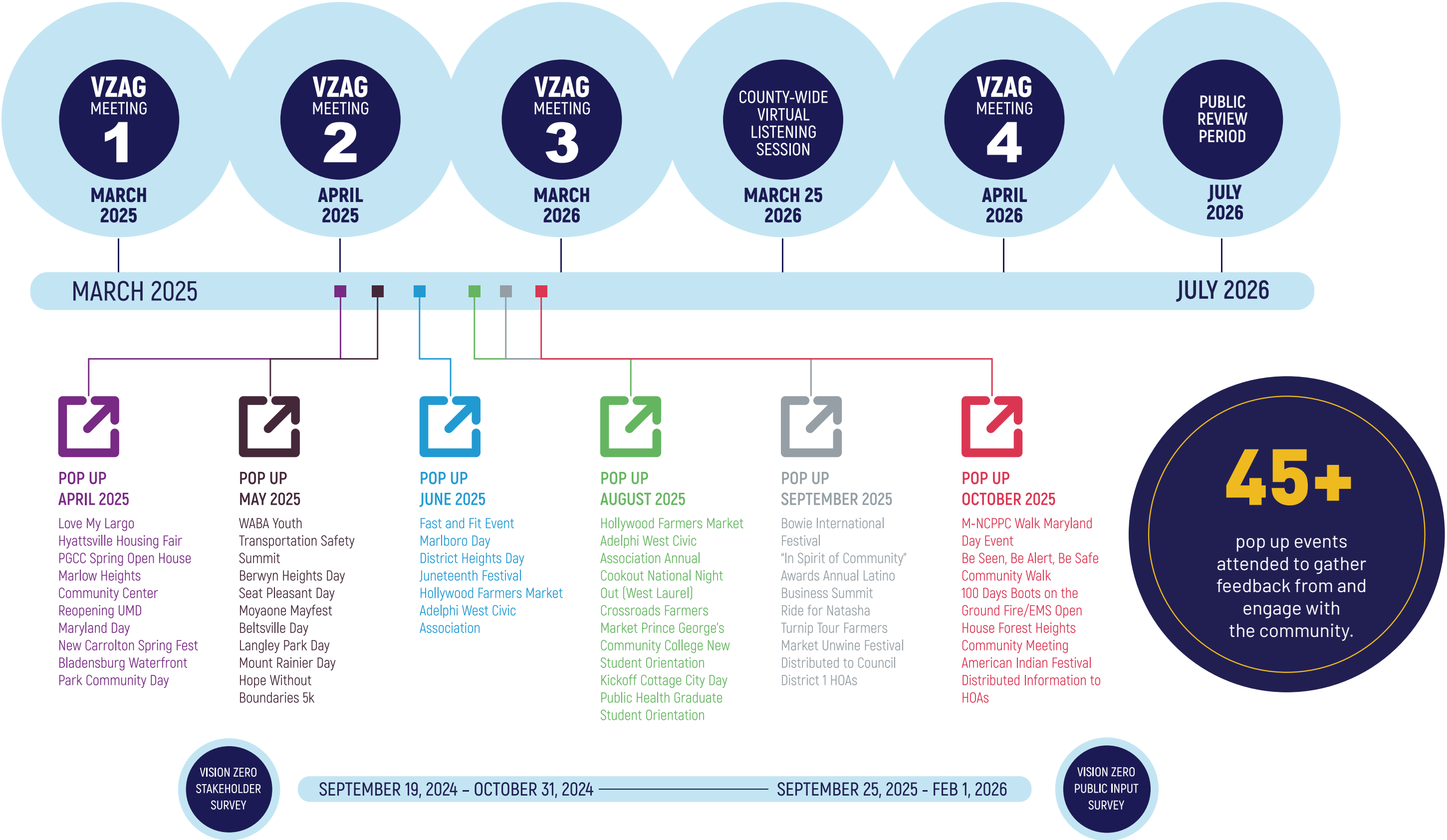
ROAD TO ZERO

This section describes the outreach and engagement approach to develop the Road to Zero Plan and ensure that recommendations reflect the experiences, priorities, and needs of Prince George's County communities and stakeholders.

Through a combination of stakeholder surveys, public engagement, focused discussions, and community feedback opportunities, the County gathered input to identify safety concerns, understand barriers and opportunities, and build partnerships to support implementation of the Vision Zero Program.

The section also highlights the formation of the Vision Zero Action Group (VZAG), a collaborative body of county and state agencies and partners established to support implementation efforts. Input from VZAG members helped refine recommendations, identify implementation considerations, and establish a framework for continued collaboration and accountability.

COMMUNITY ENGAGEMENT TIMELINE



Survey Distribution

Through survey distribution efforts, Prince George’s County collected valuable insights on roadway safety challenges, the need for infrastructure improvements for vulnerable road users, and the importance of sustained, inclusive engagement with communities disproportionately impacted by crashes.

A stakeholder survey was distributed to targeted region stakeholders from local, County, and State agencies, local municipalities, and community organizations. Survey responses helped identify gaps in and opportunities for the County Vision Zero Program and built collaboration as part of the development of a Vision Zero Action Group (VZAG).

A public survey was distributed to everyone who works in, lives in, plays in, and visits Prince George’s County to identify gaps in and inform the action plan, to understand lived experiences related to safety in the County, and to start the conversation with the public on how they can get informed or learn more as Vision Zero efforts progress throughout the County.

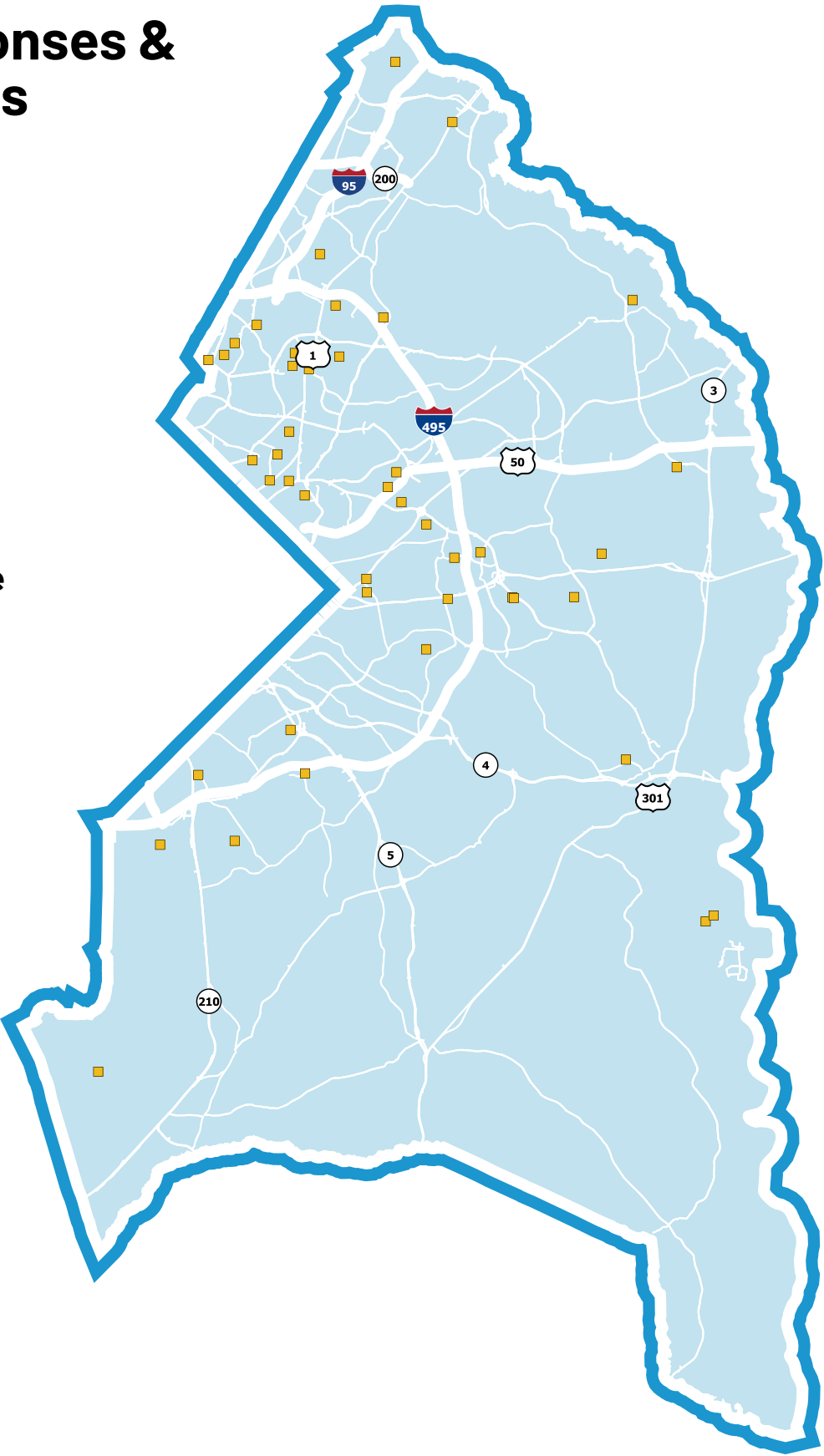
- 1 Excessive speeding
- 2 Distracted driving
- 3 Infrastructure maintenance issues
- 4 Intersection and roadway design
- 5 Impaired driving

Survey Responses & Pop Up Events

POP UP EVENT

55% have never heard of Vision Zero
OUT OF 1,789 RESPONDENTS

53% knew someone or were themselves involved in a crash
OUT OF 254 RESPONDENTS





The goal of Vision Zero is not simply to reduce crashes.

It is to prevent fatal and serious injuries entirely.

Groups Engaged in the Plan

- General Public**
Residents, commuters, visitors, and transit riders
- Community Organizations**
Advocacy organizations and public health groups
- Municipal Governments**
Mayors and councils, city managers, town managers, and local leadership
- County Agencies**
Health, housing, planning, schools, environment, permitting, social services, and fire departments
- Universities and Research**
Universities, research centers, and campus transportation
- Law Enforcement**
County and municipal police departments
- Transportation Agencies**
State highway administration, local and regional transportation agencies, public works and planning departments
- Elected Officials**
State legislators, county executives, and local elected officials
- Business Community**
Employers, business associations, and chambers of commerce
- Media**
Local, regional, and statewide media outlets and reporters

Community Outreach By the Numbers

1	County-wide Virtual Community Listening Session
16	Vision Zero Steering Committee Members
48	Vision Zero Action Group Members
50	Comments on the Draft Plan
75	Vision Zero Regional Partners
2K	Public Input Survey Responses
5K	Pop-Up Event Interactions
21K	DPW&T Dispatch and Transit Newsletter Subscribers



48

Vision Zero Action
Group Members



**Engagement with community and
neighborhood associations is critical to
success.**

- Community Listening Session
Participant

Developing the Vision Zero Action Group

To support the implementation, we formed a Vision Zero Action Group (VZAG), comprised of County and State government agencies and partners, with the following goals:

- Increase collaboration and establish responsibilities to implement actions.
- Incorporate key recommendations when planning outreach efforts to the public.
- Establish a cadence to provide progress updates on project implementation.
- Collect feedback and direction on the Road to Zero Plan.

A total of 48 VZAG members were invited to participate in four focused discussions, bringing attention to traffic safety issues in their communities and providing insights and recommendations to help inform the development and refinement of this plan.

Community Listening Session

A virtual Community Listening Session was held on March 25, 2026, open to the public for feedback on draft actions. Participants shared:

- Examples of how many members of the community are impacted by roadway crashes and safety.
- A consistent focus on infrastructure safety improvements for vulnerable road users.
- Interest in ongoing, inclusive engagement between DPW&T and communities that are disproportionately impacted by crashes.



IV. PLAN ACTIONS AND PRIORITY CORRIDORS

This section presents the approach taken to identify major safety challenges, designate high-priority corridors in the County, and determine appropriate roadway safety improvements for key County-owned corridors.

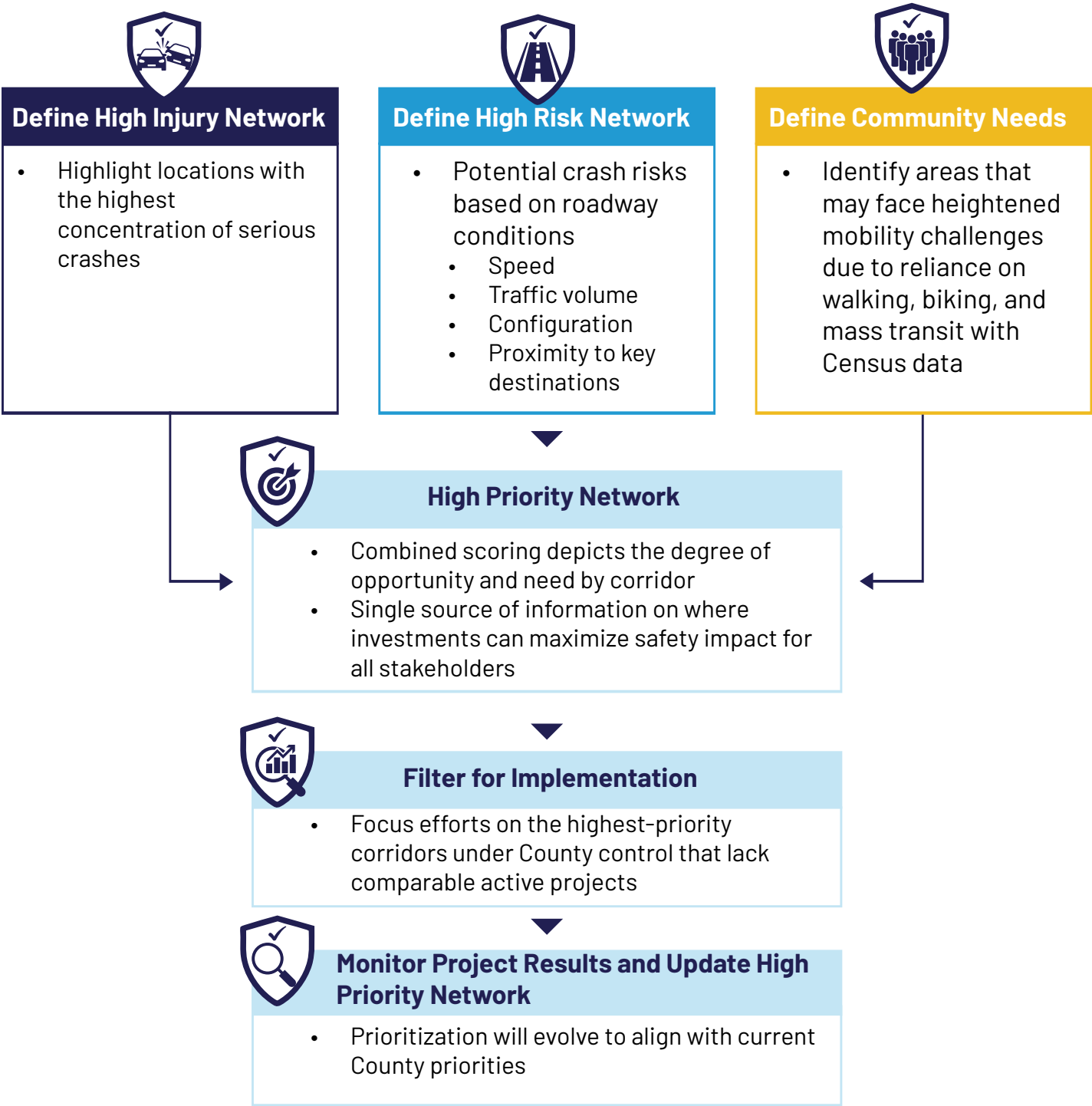
ROAD TO ZERO

This section describes the methodologies used to identify priority corridors for roadway safety improvements and establish a framework for implementation. Prince George’s County developed a Safety Countermeasure Toolkit that provides a practical, data-driven resource for evaluating and selecting roadway safety strategies based on expected safety benefits, implementation considerations, roadway context, crash patterns, and alignment with the Safe System Approach.

The section also highlights four key Context Spotlights that encompass a significant share of fatal and serious injury crashes in the County. This analysis informed the development of the High Priority Network, which combines analyses of crash history, roadway risk factors, and community needs to identify locations where safety investments can have the greatest impact.

Using the High Priority Network, the County identified priority corridors across all roadway owners, and identified County-owned roadways where DPW&T has direct authority to implement safety improvements.

IDENTIFYING CORRIDORS FOR IMPLEMENTATION



“It’s vital that changes are made to allow pedestrians, cyclists, and drivers to all exist in safety.”

-Public Input Survey Participant





Countermeasure Toolkit

As part of the Road to Zero Plan, Prince George’s County created the Countermeasure Toolkit – a practical resource designed to help select the most effective strategies to improve roadway safety. The Countermeasure Toolkit was used to define the Action List and Implementation approach for the County network, and is adaptable for County staff, elected officials, and community members to compare safety options based on:

- **Expected safety impact**
- **Cost and implementation timeframe**
- **Fit for roadway context or crash patterns**
- **Alignment with the Safe System Approach**

The toolkit brings together nationally recognized best practices and adapts them for local use, helping ensure that safety decisions along the Priority Network, and in the focus areas shown below in the Context Spotlights - are thoughtful, data-driven, and aligned with the County’s goal of eliminating traffic fatalities and serious injuries.

WHO CAN USE THE COUNTERMEASURE TOOLKIT

COUNTY STAFF

Staff can use the Toolkit when designing projects, responding to crash trends, improving High Priority Network corridors, or identifying quick-build improvements. It helps teams evaluate which strategies are most appropriate for a given location.

ELECTED OFFICIALS AND DECISION-MAKERS

The Toolkit supports informed funding and policy decisions. It provides evidence-based information to explain why certain improvements are recommended and how they contribute to safer roads.

COMMUNITY MEMBERS AND ADVOCATES

Residents can use the Toolkit to better understand the types of improvements that may address local safety concerns. It strengthens public engagement by making the safety decision-making process easier to follow.

Context Spotlights: Focusing Where Safety Matters Most

By using data to identify risk and act intentionally where risk is highest, Prince George’s County can make meaningful progress toward eliminating fatalities and serious injuries.

Prince George’s County has approximately 4,287 centerline miles⁴ of roadways, spanning a wide range of road types and ownership, from local neighborhoods to major State highways. Not every road presents the same risks, and not every crash happens for the same reasons. To focus safety efforts where they will have the greatest impact, this plan highlights four key “Context Spotlights”.

These spotlights were selected because crash data show they are associated with a significant share of fatal and serious injury crashes in the County. Each presents unique challenges and opportunities to improve safety.

The strategies highlighted here are examples of proven approaches. They are not one-size-fits-all solutions. Specific treatments will always be tailored to the conditions at each location using the Countermeasure Toolkit, the U.S. Department of Transportation’s Safe System Approach, and applicable DPW&T policies and engineering studies.

The trends identified in these Context Spotlights are used to inform potential design actions that can be used to mitigate safety risks on portions of the County roadway network that are prioritized for project implementation later in this Plan.



Not every road presents the same risks, and not every crash happens for the same reason.



“Flashing lights in crosswalks and additional traffic lights near metro stations would make it safer for pedestrians, bikers, and people using mobility devices.”

-Public Input Survey Participant

SPOTLIGHT #1: STATE-OWNED ROADWAYS

State-owned roads in Prince George’s County include Interstates such as I-495, U.S. Routes such as US 1 and US 301, and State Highways such as MD 202 and MD 214. These roads are designed to move large volumes of traffic, often at higher speeds. Some are limited-access highways, while others run directly through the heart of local communities. State-owned roads often pose higher risks due to increased speeds and design conditions, which results in most fatal and serious injury crashes occurring on these roads.

Among fatal and serious injury crashes, pedestrian crashes were most prevalent (18%), followed by fixed-object crashes (13%). Other recurring causes of these

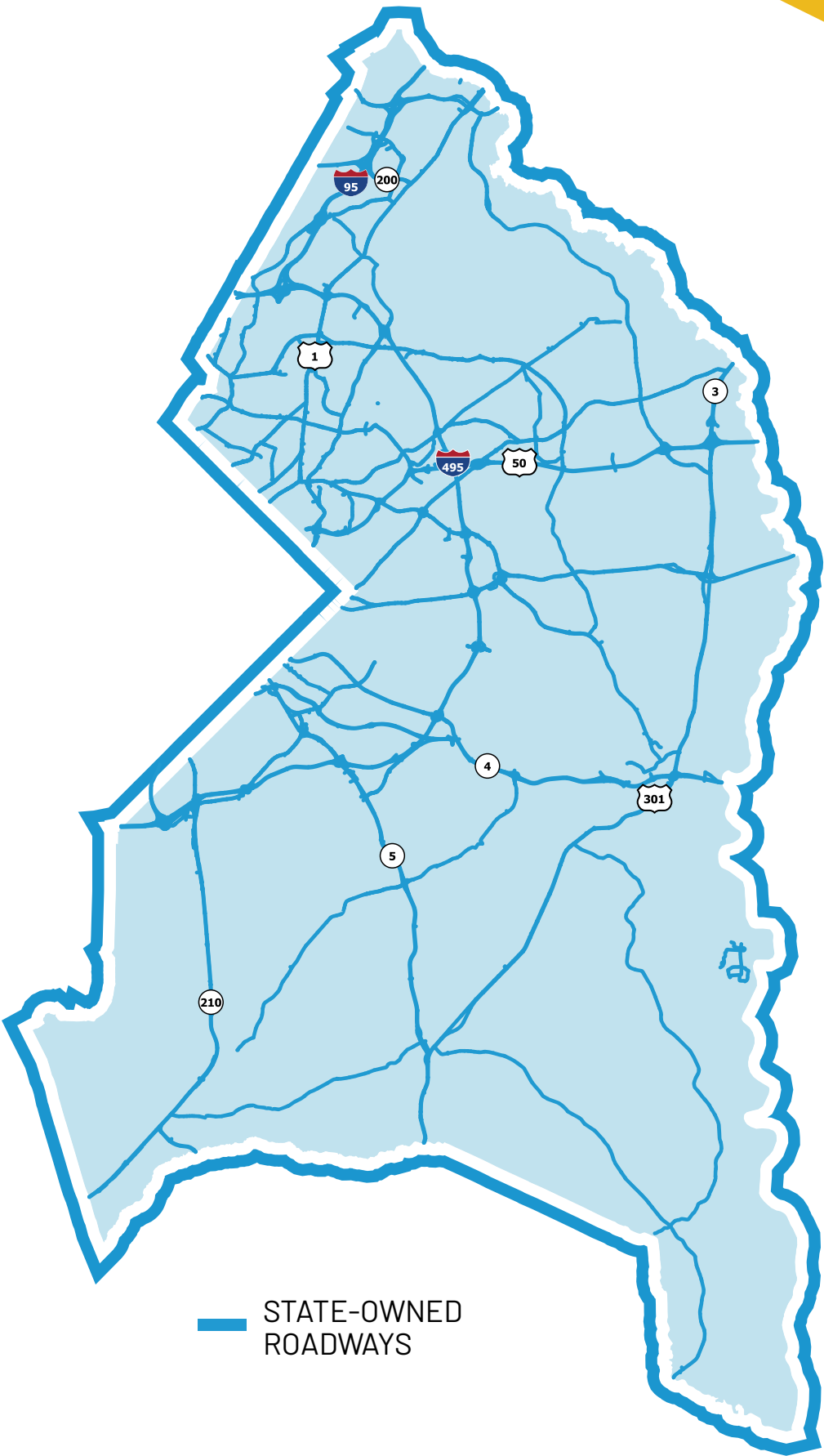
crashes on State roads include rear-end (11%) and angle crashes (8%). Infrastructure improvements to improving safety on these corridors are led by State agencies such as the Maryland State Highway Administration (SHA) or the Maryland Transportation Authority (MDTA). The implementation actions proposed in this plan will focus on the County-owned and maintained roadway network.

POTENTIAL STRATEGIES

Key strategies that County-State collaboration can focus on to consistently address crash trends throughout the combined roadway network include adjusting signal timing at major intersections to give pedestrians a head start, improving visibility and reducing conflicts with vehicles, and refining slopes, signage, and visibility on curves.

State-Owned Roadways account for:

- 18% of centerline roadway miles in the County
- 36% of pedestrian injury crashes
- 39% of bicycle injury crashes
- 61% of all injury crashes
- 64% of all fatal and serious injury crashes



SPOTLIGHT #2: COUNTY-OWNED ARTERIALS

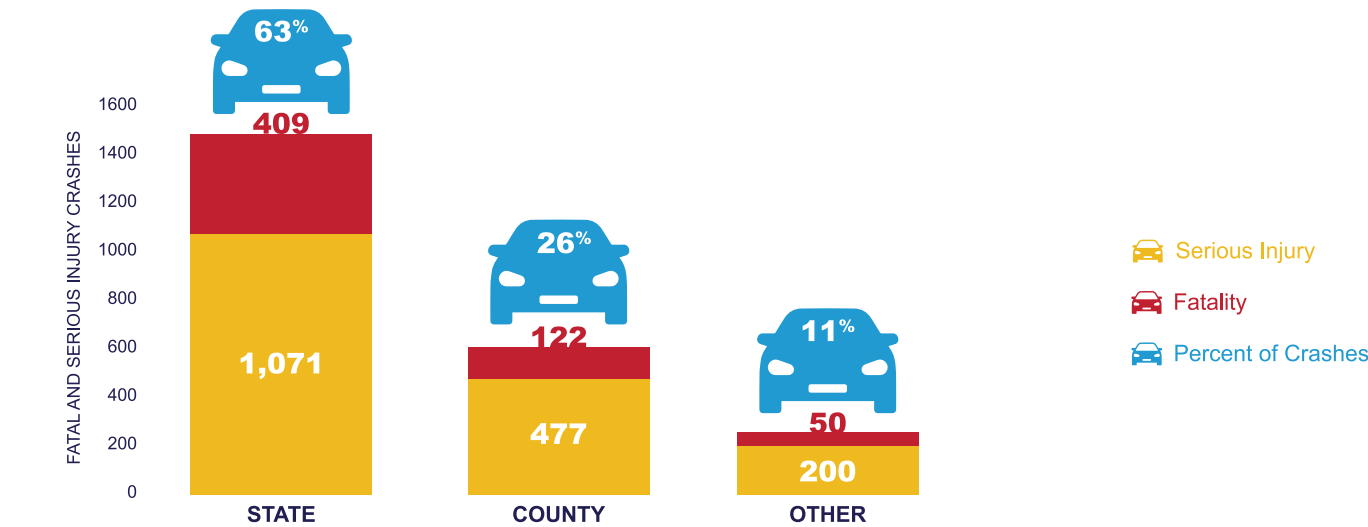
County-owned arterials, which are maintained by DPW&T, are major roadways designed to move motorist traffic efficiently. Examples include Walker Mill Road, Ritchie Marlboro Road, Harry S. Truman Drive, and Allentown Road. These roadways often have multiple lanes or are divided roadways with medians.

POTENTIAL STRATEGIES

To address safety risks on arterial roadways, the County may consider targeted corridor strategies such as adding dedicated turn lanes (left, right, or center) to separate turning and through traffic and reduce rear-end and angle crashes. Speed feedback signs can also be deployed

to show drivers their current speed relative to posted limits, encouraging slower speeds and reducing crash severity. In addition, improved access management—by reducing and better organizing driveway and intersection access points—can decrease conflict points, improve traffic flow, and enhance safety for all roadway users, including pedestrians and cyclists.

FATAL AND SERIOUS INJURY CRASHES BY ROADWAY OWNER



County-Owned Arterials account for:

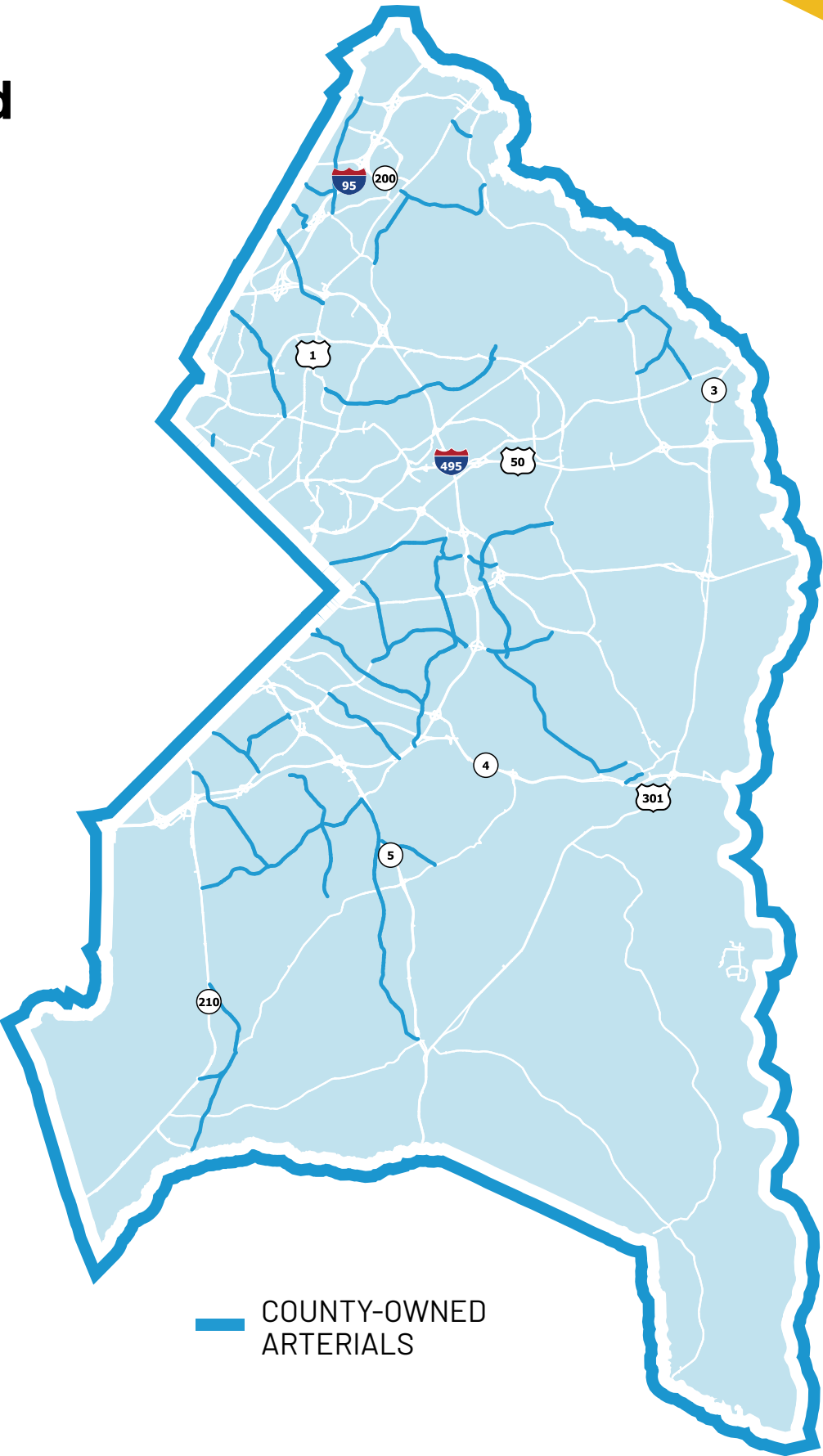
3% of centerline miles

6% of pedestrian injury crashes

5% of bicycle injury crashes

7% of all injury crashes

7% of all fatal and serious injury crashes



SPOTLIGHT #3: INTERSECTIONS

Intersections are complex and conflict-prone locations that face unique challenges. Vehicle turning movements, pedestrian and cyclist crossings, and various traffic control devices, such as stop and yield signs, signals and roundabouts, are all in use concurrently. Although intersections occupy a small portion of the overall roadway network, they account for a significant share of crashes.

At intersections, multi-vehicle collisions comprise 32% of all fatal and serious crashes, followed by pedestrian (16%) and head-on (16%) crashes.

POTENTIAL STRATEGIES 🔍

Key strategies for intersections include adding dedicated turn lanes to separate turning and through traffic, reducing rear-end and angle crashes, and implementing right-turn-on-red restrictions to reduce conflicts with people crossing in high pedestrian activity areas. Signal timing improvements, including optimized yellow change intervals, can help reduce red-light running, while dilemma zone detection systems can adjust signal timing in real time to reduce crashes at higher-speed intersections.

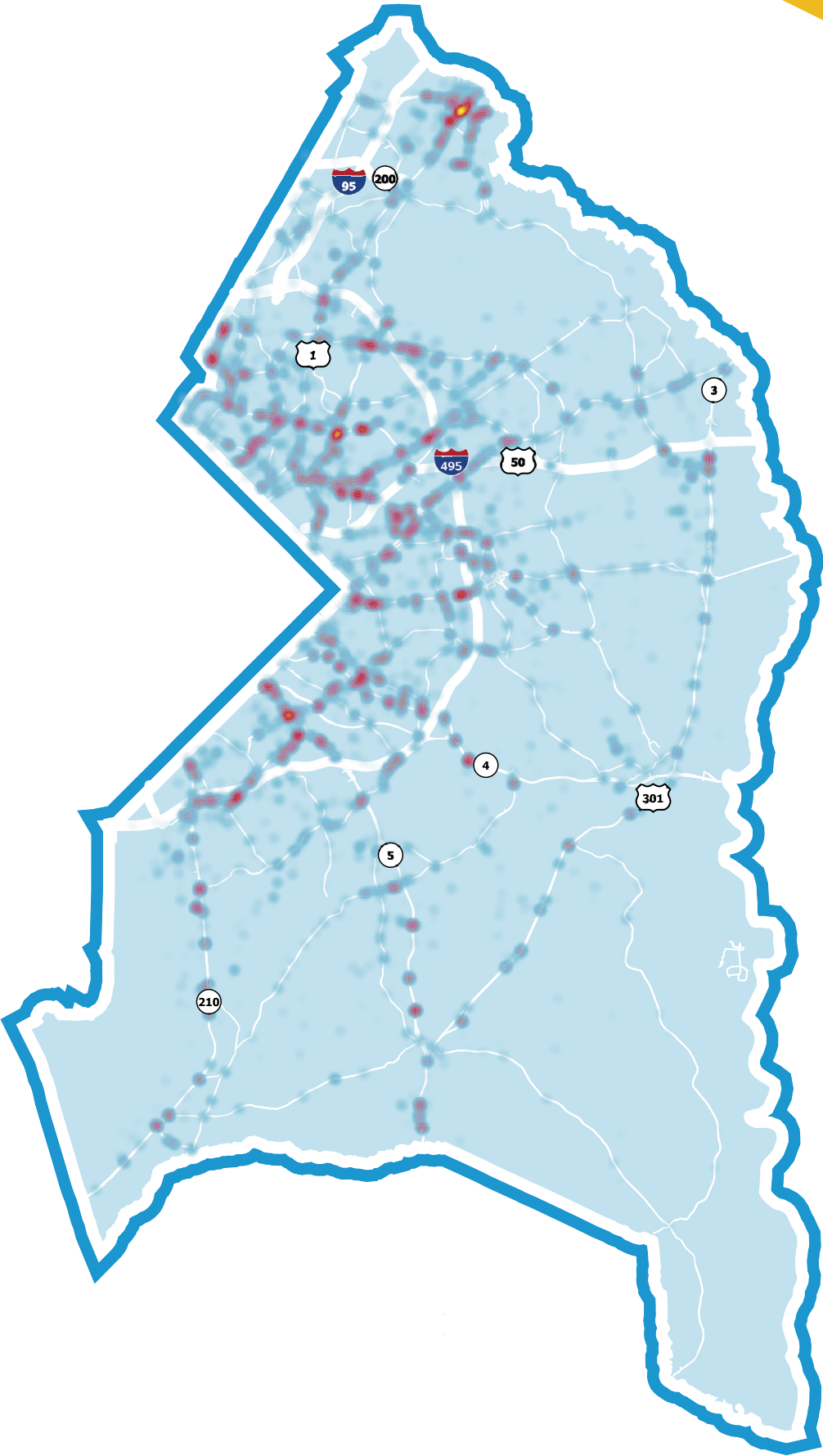
Intersections account for:

33%
of pedestrian injury crashes

50%
of bicycle injury crashes

40%
of all injury crashes

32%
of all fatal and serious injury crashes



SPOTLIGHT #4: VULNERABLE ROAD USERS

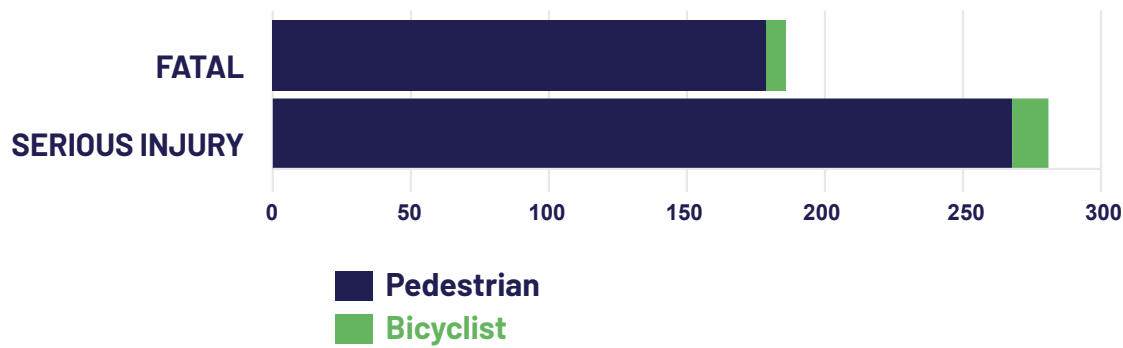
Vulnerable Road Users (VRUs) include pedestrians, bicyclists, and users of mobility devices. Unlike drivers, they are not protected by the enclosure of a vehicle. As a result, crashes involving VRUs are more likely to result in serious injury or death.

Improving pedestrian and bicyclist safety focuses on increasing visibility, reducing vehicle speeds, and providing safer crossing opportunities. At uncontrolled crossings, push-button activated treatments can improve driver yielding by creating clear, active crossing cues rather than passive warnings.

POTENTIAL STRATEGIES

Key strategies to support Vulnerable Road Users include enhancing crosswalk visibility through high-visibility markings, improved lighting, and upgraded signage near transit stops, schools, and high-activity areas; installing pedestrian hybrid beacons (PHBs) to provide signalized, safer crossings on higher-speed roads (supported by engineering studies); and deploying rectangular rapid flashing beacons (RRFBs) to increase driver awareness and yielding at uncontrolled crossings.

VULNERABLE ROAD USER CRASHES

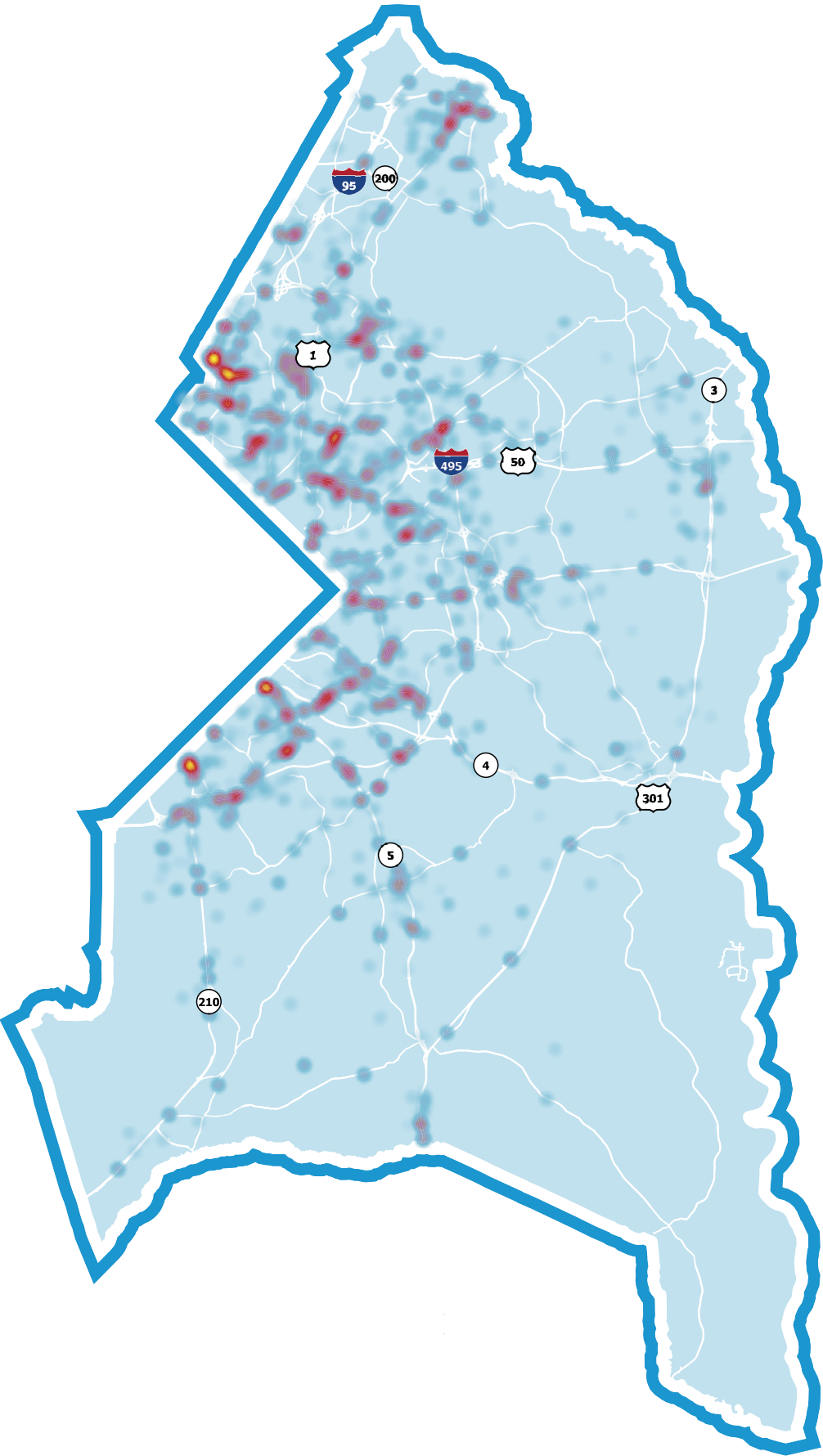


Vulnerable Road Users a involved in:

2.5%
of all crashes

20%
of fatal and serious injury crashes

31%
of fatal crashes



Defining the High Priority Network

Not all roads in the County carry the same level of risk. To maximize safety impact, we have developed a data-driven High Priority Network that identifies high concentrations of crashes, risks and opportunities.

Priority Corridors within this network are identified as the focus of safety improvements.

How We Identified Priority Corridors

We analyzed data from 2019–2023 to evaluate roadways on three key factors:

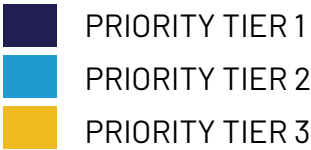
- **Injuries:** Where do the most serious and fatal crashes occur?
- **Risk:** Which roadway designs and conditions increase the likelihood of serious crashes?
- **Community Need:** Which areas have greater transportation and safety needs?

The High Priority Network combines analysis of these factors. The High Injury Network identifies roadways with the highest concentration of serious crashes, showing that 70% of fatal and serious injury crashes occur on just 9% of roadway centerline miles. The High-Risk Network identifies corridors where conditions elevate crash risks. The Community Needs Assessment highlights areas where residents rely more on walking, biking, or transit, and may face greater mobility challenges.

Together, these analyses form a tiered High Priority Network that helps planners, engineers, and policymakers target investments where they can have the greatest safety impact.

PRIORITY LEVEL	CRASH DENSITY PER MILE ⁵	RISK SCORE	COMMUNITY NEEDS CLASSIFICATION
Priority 1	> 30	> 20	Independent of Needs Classification
Priority 1	> 20 and ≤ 30	> 15 and ≤ 20	High Need Area
Priority 2-3	Any	Above 10	High or Medium Need Areas

High Priority Network



1,013
centerline miles

24%
of the County's
roadway miles

71%
of injury and
fatality crashes
from 2019 to 2023

WHY THIS MATTERS:
Together, these analyses form a tiered High Priority Network that helps planners, engineers, and policymakers target investments where they can have the greatest safety impact.



What We Found

The High Priority Network combines the High Injury Network, High-Risk Network, and Community Needs Assessment to develop three priority levels for roadways in the County. These priority levels are meant to be one source of information for County stakeholders to identify and develop safety projects.

To guide implementation, corridors were grouped into three priority tiers. Corridors in Priority Tier 1 have the highest risk factors and concentration of serious crashes and will be the County’s immediate focus to plan and implement improvements.

The Priority Corridors identify locations within the Priority Network where improvements can deliver the greatest life-saving impact. The top 20 Priority Corridors in the County are all State Highway Administration (SHA)-owned roadways, emphasizing opportunities for County-State coordination to reduce fatal and serious injury risks.

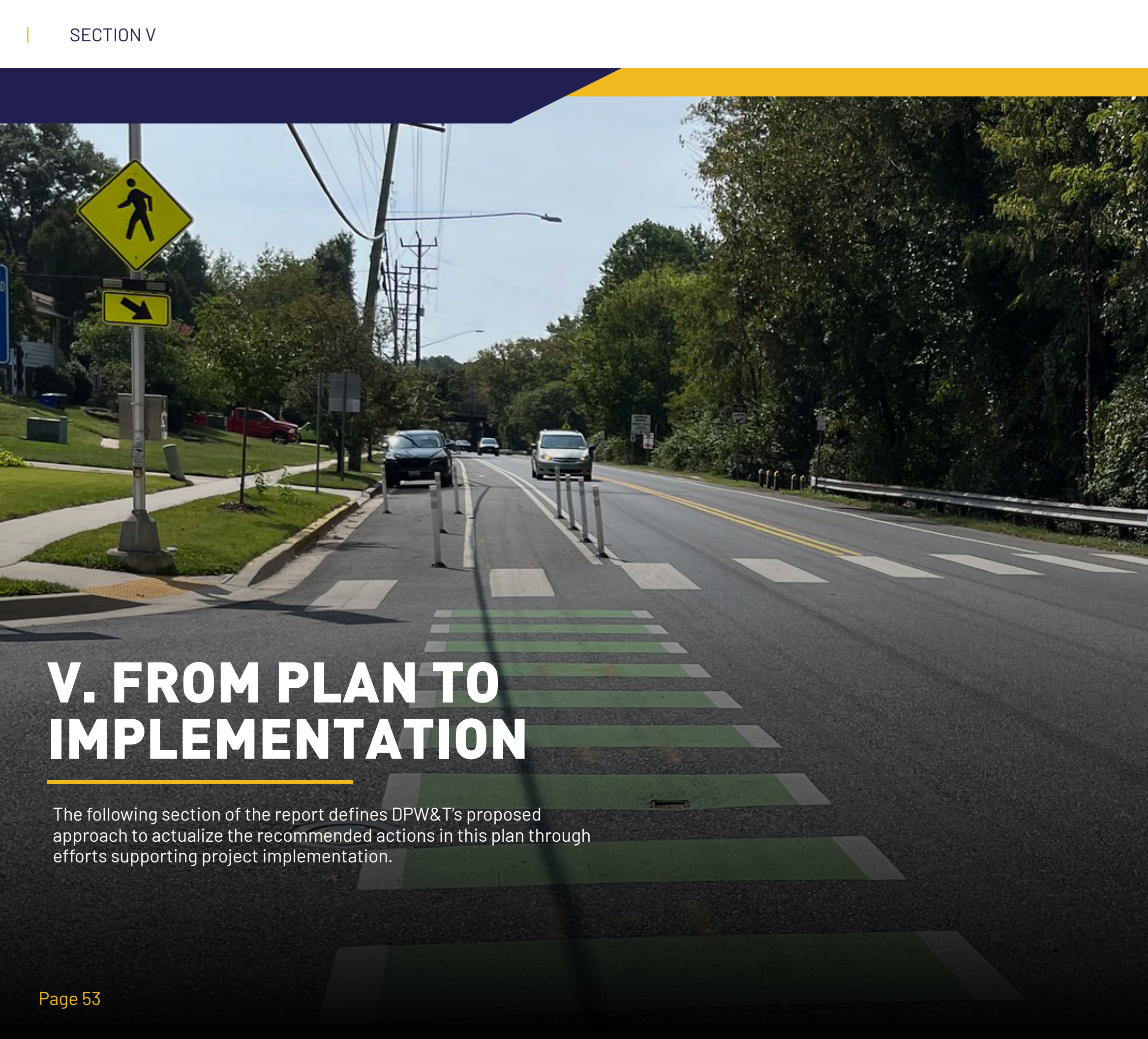
This Plan outlines how DPW&T screened the Priority Network to identify County-owned corridors where local resources can have the greatest impact, along with the specific actions the County can take to advance Vision Zero implementation. By focusing investments where risk is highest, the County can efficiently and strategically move toward its goal of eliminating traffic deaths and serious injuries.

HOW PRIORITY CORRIDORS COMPARE TO COUNTY ROADWAYS

PRIORITY 1 CORRIDORS ⁶	HIGH PRIORITY NETWORK ⁷	OTHER ROADWAYS ⁸
394 (9%) miles	1,012 (24%) miles	3,282 (76%) miles
28,121 weighted crashes	54,951 weighted crashes	16,576 weighted crashes
71.3 crashes per mile	53.3 crashes per mile	5.1 crashes per mile
967 (41%) serious/fatal crashes	1,843 (79%) serious/fatal crashes	486 (21%) serious/fatal crashes
2.5 fatal/serious crashes per mile	1.8 fatal/serious crashes per mile	0.1 fatal/serious crashes per mile

TOP 20 PRIORITY CORRIDORS
ALL ROADWAYS

RANK	ROADWAY NAME	ROADWAY OWNER	CORRIDOR ENDPOINTS		LENGTH (MI.)	SCREENING SCORE ⁹
1	E. Capitol St / Central Ave (MD 214)	State	Southern Ave	Soper Ln	1.05	9
2	Landover Rd (MD-202)	State	Baltimore-Washington Pkwy	Holmes Ave	1.18	7
3	Oxon Hill Rd (MD-414)	State	Clipper Way	Capital Beltway (I-95/495)	1.33	7
4	Greenbelt Rd (MD-193)	State	Kenilworth Ave (MD-201)	Ballew Ave	1.09	5
5	Saint Barnabas Rd (MD-414)	State	Silver Hill Rd (MD-458)	Hagan Rd	1.68	9
6	New Hampshire Ave (MD-650)	State	University Blvd (MD-193)	Fox St	1.40	8
7	Branch Ave (MD-5)	State	Old Branch Ave	Southern Ave	1.94	10
8	Riverdale Rd (MD-410)	State	58th Ave	Auburn Ave	1.21	4
9	Kenilworth Ave (MD-201)	State	Good Luck Rd	Emerson St	1.73	10
10	Landover Rd (MD-202)	State	Pinebrook Ave	Matthew Henson Ave	1.11	6
11	Silver Hill Rd (MD-458)	State	Pennsylvania Ave (MD-4)	County Rd	1.10	6
12	Pennsylvania Ave (MD-4)	State	Silver Hill Rd (MD-458)	Walters Ln	1.15	5
13	Silver Hill Rd (MD-458)	State	Saint Barnabas Rd (MD-414)	West Ave	1.88	9
14	Annapolis Rd (MD-450)	State	72nd Ave	Capital Beltway (I-95/495)	1.59	6
15	Martin Luther King Jr Hwy (MD-704)	State	Landover Rd (MD-202)	Sheriff Rd	1.49	8
16	Saint Barnabas Rd (MD-414)	State	Capital Beltway (I-95/495)	Hagan Rd	1.23	5
17	University Blvd (MD-193)	State	Merrimac Dr	24th Ave	1.48	6
18	Pennsylvania Ave (MD-4)	State	Capital Beltway (I-95/495)	Walters Ln	1.23	5
19	Central Ave (MD-214)	State	Hampton Park Blvd	Gentry Ln	1.58	6
20	East West Hwy (MD-410)	State	Ager Rd	Baltimore Ave (US-1)	2.15	7



V. FROM PLAN TO IMPLEMENTATION

The following section of the report defines DPW&T’s proposed approach to actualize the recommended actions in this plan through efforts supporting project implementation.

ROAD TO ZERO

Decision Making Methodology

To identify Priority Corridors for implementation, the County developed a step-by-step framework to guide a consistent and transparent project identification and prioritization process. The framework can be reapplied as new funding becomes available or updated to reflect additional data and evolving County priorities.

The framework filters the Priority 1 network to identify a focused set of corridors for high-impact planning and implementation where the County has direct authority to act.

It then uses a four-step, tiered process that incorporates existing programs and resources along with community considerations to filter, identify, score, and rank projects. The decision-making framework highlights broader planning and equity factors that help inform how and when projects move forward.

STEP 1

JURISDICTION/CORRIDOR IDENTIFICATION

Corridors are evaluated by assigned network priority, with Priority 1 networks screened first, followed by Priority 2 and Priority 3 networks.

Is the corridor within the County’s jurisdiction?	☒
Is the corridor length greater than or equal to one mile? (Segments less than one mile will be addressed through spot improvements and quick build efforts).	☒

STEP 2

PROJECT SCREENING

Locations meeting the following conditions are excluded from the assessment as projects already underway or funded for improvements.

Planning, design, or construction work underway or those that have been recently completed	☒
Projects that are already funded through internal or external funding (e.g., CIP, HSIP, SS4A, etc).	☒

STEP 3

SCORE AND RANK PROJECTS

Score and rank screened projects based on safety and community impact considerations.

Killed and Serious Injury Crash (KA) Score Number of Fatal and Serious Injury Crashes along the corridor, standardized on a scale of 1-8.	1-8
Proximity to Community Destinations Score Binary flag for corridors in proximity to active destinations, such as schools, parks, transit stops, standardized on a scale 1-2.	2
TOTAL POINTS POSSIBLE:	1-10

STEP 4

APPLY QUALITATIVE CONSIDERATIONS

Guide initial planning and programming based on practical considerations related to implementation and broader community factors.

- Are any corridors scheduled for resurfacing, repaving, or reconstruction during the plan period (2026-2030)?
- Are any corridors potential candidates for low-cost systemic safety improvements (e.g., painted curb extensions with poles, high-visibility crosswalks)?
- Are the selected projects geographically distributed across the County? Is there history of community engagement along the corridors? Is there awareness of community support or strong opposition?



The decision-making framework highlights broader planning and equity factors that help inform how and when projects move forward.





Coordination with relevant agencies is required where affecting County roads is owned by other entities.

Screening of High Priority Network

These criteria were applied to the High Priority Network. To focus on roads under DPW&T’s purview, only County-owned segments were recommended for implementation. Tier 1 of the High Priority Network contains 23 continuous County-owned corridors greater than or equal to 1 mile, representing the highest-risk segments where targeted improvements can have the greatest impact.

DPW&T removed the following three corridors from consideration, as funded traffic safety improvements are already underway for these corridors through the County’s Capital Improvement Plan (CIP).

CORRIDOR	START	END	MILEAGE
Marlboro Pike	Opus Ave	Regency Parkway	1.64
Harry S Truman Dr	Birdie Ln	Central Ave	1.88
Metzerott Rd	Adelphi Rd	38th Avenue	1.06

The remaining set of county-owned corridors within the Priority 1 network comprise a “Top 20” network that is recommended for project implementation.

County-Owned Corridors

These fact sheets outline potential approaches for the Top 20 County-Owned Priority Corridors. Recommendations are high-level and subject to detailed engineering studies, which will determine feasible approaches based on site conditions and engineering standards. All proposed improvements draw from this Plan’s Countermeasures Toolkit. As these fact sheets focus on safety conditions, other needs, such as drainage, will be addressed through separate capital projects. Coordination with relevant agencies is required where infrastructure affecting County roads is owned by other entities.

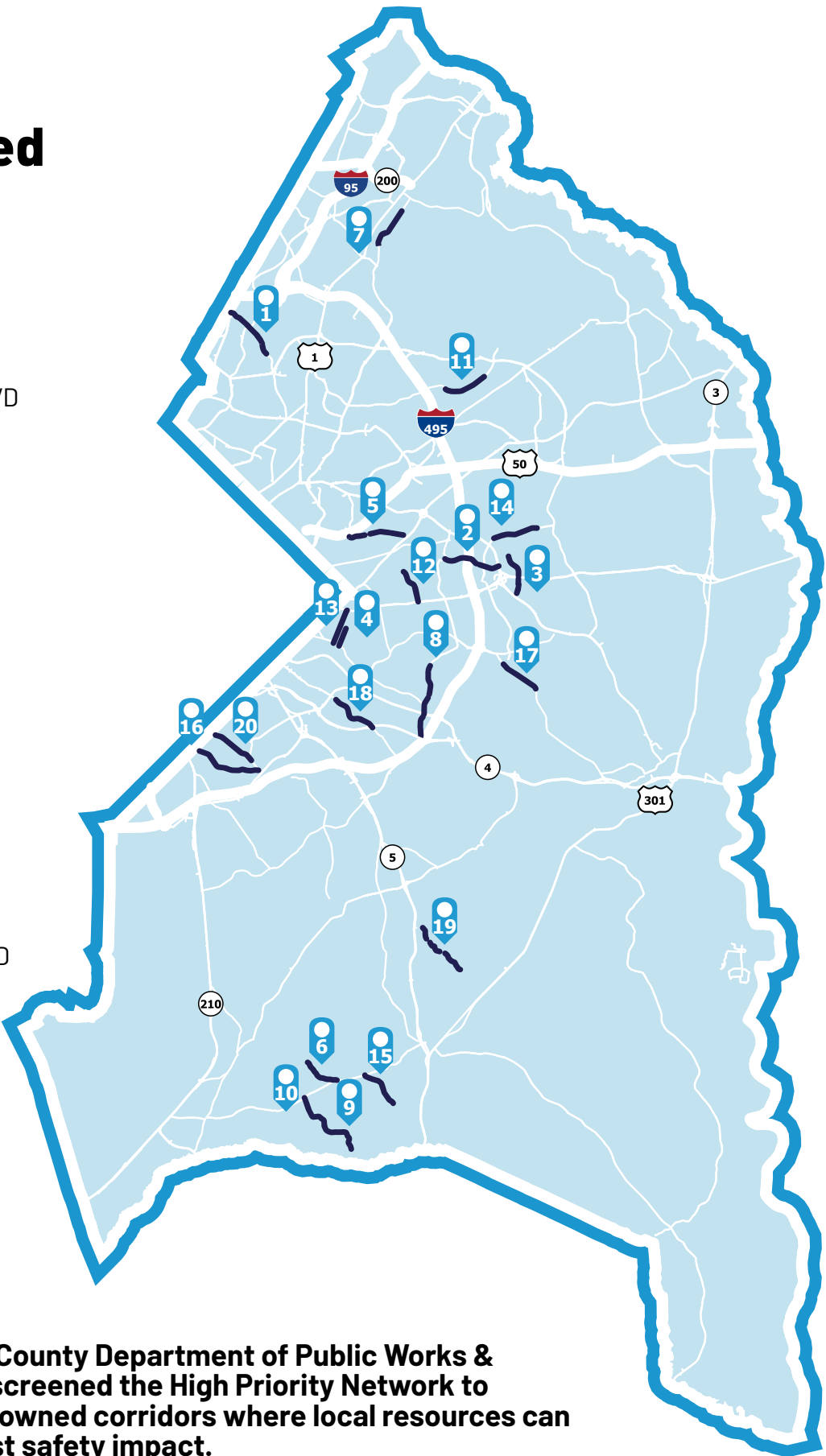
TOP 20 PRIORITY CORRIDORS

COUNTY ROADWAYS

CORRIDOR	START	END	MILEAGE	COUNTY-OWNED CORRIDOR RANKING	OVERALL TIER 1 CORRIDOR RANKING	SCREENING SCORE
Medical Center Dr	Landover Rd	Ring Rd	1.60	2	29	6
Forestville Rd	Kittredge Dr	Suitland Pkwy	1.99	3	33	8
Columbia Park Rd	Marlboro Ave	Cheverly Metro Entrance	1.39	4	42	4
Suitland Rd	Eastern Ln	South Side of Suitland Pkwy Interchange	1.46	5	48	7
Hill Rd	Central Ave	Seat Pleasant Dr	1.02	6	49	7
Wheeler Rd	Barnaby Ln	Southern Ave	1.31	7	58	6
Adelphi Rd	New Hampshire Ave	26th Place	1.65	8	61	6
Gardner Rd	Accokeek Rd	CleanEarth Soil Treatment and Recycling Facility	1.14	9	64	6
Owens Rd	Wheeler Rd	Southern Ave	1.95	10	66	7
Good Luck Rd	Elvis Ln	Entrance to Lanham Christian School	1.27	11	67	3
Larchmont Ave	Old Central Ave	Marlboro Pike	1.04	12	70	5
Surratts Rd	1/2 Mile South of Piscataway Creek Crossing	Dangerfield Rd	1.46	13	75	4
Edmonston Rd / Old Baltimore Pike	Grant Rd	Armand Boyd Way	1.29	14	78	5
Ritchie Marlboro Rd	Brown Rd	Driveway For Ritchie Land Reclamation	1.20	15	81	1
Mckendree Rd	Brinton Way	Accokeek Rd	1.25	16	83	1
Campus Way	Entrance To Campus Way South Community	Lake Arbor Community Center Driveway	1.12	19	88	3
Lottsford Rd	Palmetto Dr	Old York Rd	1.32	20	91	3
Gardner Rd	Mattawoman Ln	CleanEarth Soil Treatment and Recycling Facility	1.26	21	93	2
Danville Rd	Springfield Rd	Claggett Run Rd	1.09	22	94	2
Capitol Heights Blvd	0.55 mi north of Marlboro Pike	Marlboro Pike	0.55	23	96	2

County-Owned Corridors

- 1 ADELPHI RD
- 2 BISHOP PEEBLES DR
- 3 CAMPUS WAY
- 4 CAPITOL HEIGHTS BLVD
- 5 COLUMBIA PARK RD
- 6 DANVILLE RD
- 7 EDMONSTON RD
- 8 FORESTVILLE RD
- 9 GARDNER RD SOUTH
- 10 GARDNER RD NORTH
- 11 GOOD LUCK RD
- 12 HILL RD
- 13 LARCHMONT AVE
- 14 LOTTSFORD RD
- 15 MCKENDREE RD
- 16 OWENS RD
- 17 RITCHIE MARLBORO RD
- 18 SUITLAND RD
- 19 SURRATTS RD
- 20 WHEELER RD



Prince George's County Department of Public Works & Transportation screened the High Priority Network to identify County-owned corridors where local resources can have the greatest safety impact.

MEDICAL CENTER DRIVE / BISHOP PEEBLES DRIVE

Landover Road to Ring Road | 1.6 miles

TOP 3 PRIMARY CRASH TYPES

- Other Vehicle
- Fixed Object
- Pedestrian



TOP 3 CONTRIBUTING FACTORS

- Failed to Give Full Time and Attention
- Failed to Yield Right-of-Way
- Failed to Obey Traffic Signal

COMMUNITY NEED AREA?
YES / NO

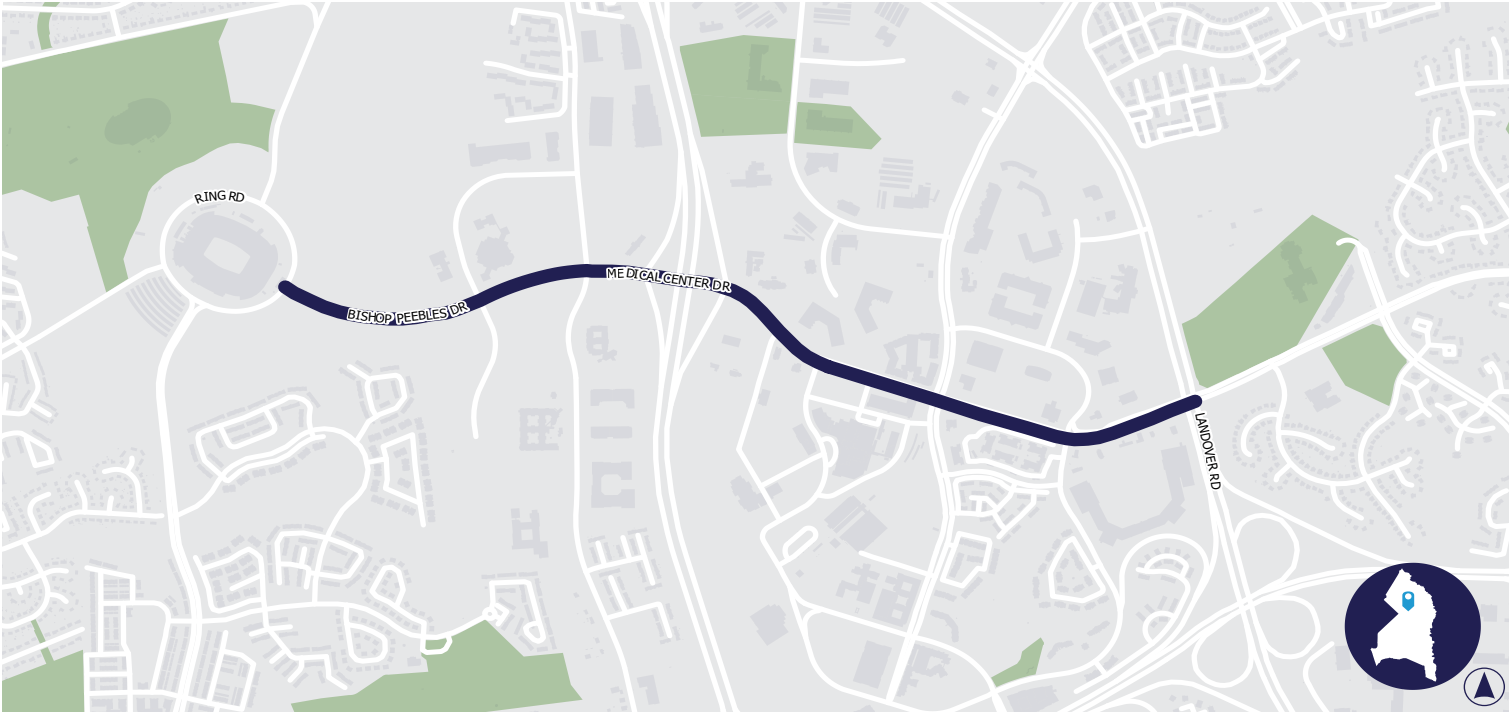
MAJOR PED/BIKE GENERATORS NEARBY
Stadium, School, Bus Stop, Place of Worship, Commercial, and Healthcare

VRU FEATURES

- Sidewalk (some sections buffered, others not)
- 'Share the road' sign for bikes
- Crosswalks

SPEED MANAGEMENT

- Speed cameras
- Raised median



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Automated Enforcement (Speed, Stop, Red Light)	\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Protected Pedestrian Phasing	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Bicycle Signal Phasing	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	Median Barriers	\$\$\$	1-5 years
	New/improved sidewalks	\$\$\$	5-10 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Separated Bicycle Facilities	\$\$\$	1-5 years
	Signal Timing/Phasing Adjustments	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

FORESTVILLE ROAD / RITCHIE ROAD

Kittredge Drive to Suitland Pkwy | 1.99 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

 Pedestrian

TOP 3 CONTRIBUTING FACTORS

1

Failed to Give Full Time and Attention

2

Failed to Yield Right-of-Way

3

Failed to Obey Traffic Signal

 7 Total Serious Injury/ Fatal Crashes

 4 Total Pedestrian Crashes

 0 Total Bicycle Crashes

 1 Pedestrian Serious Injury/ Fatal Crashes

 0 Bicycle Serious Injury/ Fatal Crashes

 30 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

53% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

Bus Stop, School, Place of Worship, Commercial, Industrial, Community Center, Childcare, and Emergency Medical Services

VRU FEATURES



- Sidewalks (some buffered, some unbuffered, and discontinuous)
- Signalized crossings
- Unsignalized crossings
- School crossings

SPEED MANAGEMENT



- NONE



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Intersection Conflict Warning System	\$	1-5 years
	Automated Enforcement (speed, stop, red light)	\$	1-5 years
	Horizontal Curve Safety	\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Protected Pedestrian Phasing	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Intersection Conflict Warning System	\$	1-5 years
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	Turn Lanes	\$\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

COLUMBIA PARK ROAD

Marlboro Ave to Cheverly Metro Station Entrance | 1.39 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

 Pedestrian

TOP 3 CONTRIBUTING FACTORS

1 Wet/Rain

2 Snow/Ice

3 Failed to Yield Right-of-Way

 2 Total Serious Injury/Fatal Crashes

 2 Total Pedestrian Crashes

 0 Pedestrian Serious Injury/Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/Fatal Crashes

 25 MPH SPEED LIMIT

 4 LANES

 NO RAISED MEDIAN

60% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?
YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY
School, Community Center, Metrorail Station, Bus Stop, Park, Place of Worship, and Industrial

VRU FEATURES



- Sidewalks (some buffered, some unbuffered, and continuous)
- Signalized crossings
- Unsignalized crossings
- School crossings

SPEED MANAGEMENT



- Speed cameras

SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Convert Two-Way Stop to All-Way Stop	\$	1-5 years
	Horizontal Curve Safety	\$	1-5 years
	Pavement Friction Management	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Protected Pedestrian Phasing	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	Right-Turn-On-Red Restrictions	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year
Convert Two-Way Stop to All-Way Stop		\$	1-5 years

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pavement Friction Management	\$\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

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SUITLAND ROAD

Eastern Lane to SB Suitland Pkwy On-Ramp | 1.46 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Parked Vehicle

 Fixed Object

TOP 3 CONTRIBUTING FACTORS

1 Inattentive

2 Failed to Give Full Time and Attention

3 Failed to Yield Right-of-Way

 **6** Total Serious Injury/ Fatal Crashes

 **3** Total Pedestrian Crashes

 **0** Total Bicycle Crashes

 **1** Pedestrian Serious Injury/ Fatal Crashes

 **0** Bicycle Serious Injury/ Fatal Crashes

 **30 MPH** SPEED LIMIT

 **2** LANES

 **NO** RAISED MEDIAN

51% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / **NO**

MAJOR PED/BIKE GENERATORS NEARBY

Residential Neighborhood, Park, School, Community Center, Place of Worship, and Bus Stop

VRU FEATURES



- Sidewalks (buffered, unbuffered, and discontinuous)
- Signalized crossings
- Unsignalized crossings
- Bike-compatible shoulders

SPEED MANAGEMENT



- Plaque above speed limit signs
- On street parking



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Horizontal Curve Safety	\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Protected Pedestrian Phasing	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	Right-Turn-On-Red Restrictions	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

HILL ROAD

Central Avenue to Seat Pleasant Drive | 1.02 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

N/A

TOP 3 CONTRIBUTING FACTORS

1

Failed to Give Full Time and Attention

2

Wet/Rain

3

Snow/Ice

 6 Total Serious Injury/Fatal Crashes

 1 Total Pedestrian Crashes

 1 Pedestrian Serious Injury/Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/Fatal Crashes

 25 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

62% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

Residential Neighborhood, Community Center, Place of Worship, Bus Stop, Industrial, and Metrorail Station

VRU FEATURES

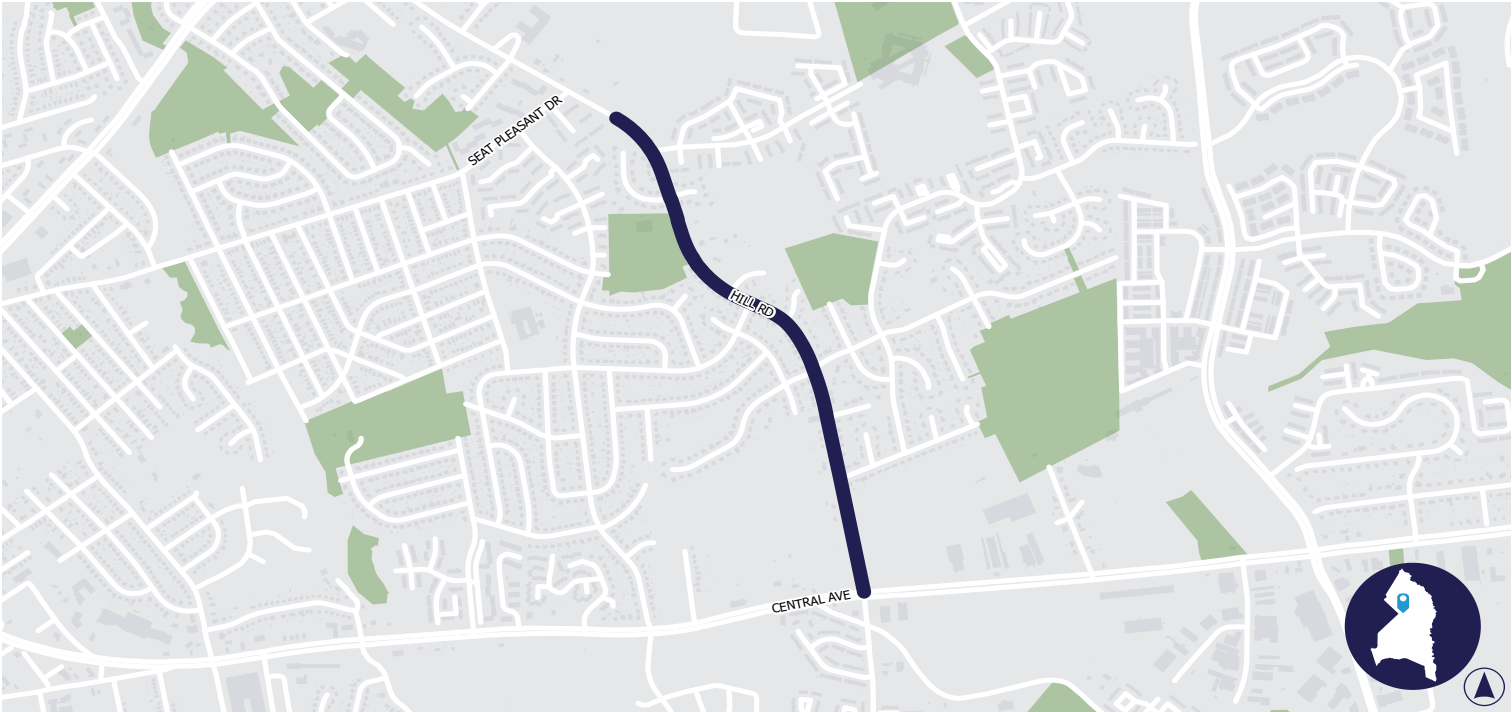


- Sidewalks (buffered, unbuffered, and discontinuous)
- Signalized crossings
- Unsignalized crossings
- Bike-compatible shoulders

SPEED MANAGEMENT



- Yellow plaque above speed limit signs
- On street parking



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Horizontal Curve Safety	\$	1-5 years
	Pavement Friction Management	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Protected Pedestrian Phasing	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	Right-Turn-On-Red Restrictions	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pavement Friction Management	\$\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Reduced Left-Turn Conflict Intersections	\$\$\$	5-10 years
	Roundabouts	\$\$\$	5-10 years
	Sight Distance Improvements	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

WHEELER ROAD

Barnaby Lane to Southern Avenue SE | 1.31 miles

TOP 3 PRIMARY CRASH TYPES

Other Vehicle

Fixed Object

Pedestrian

TOP 3 CONTRIBUTING FACTORS

1 Failed to Give Full Time and Attention

2 Wet/Rain

3 Snow/Ice

4 Total Serious Injury/Fatal Crashes

6 Total Pedestrian Crashes

1 Total Bicycle Crashes

3 Pedestrian Serious Injury/Fatal Crashes

0 Bicycle Serious Injury/Fatal Crashes

35 MPH SPEED LIMIT

2 LANES

NO RAISED MEDIAN

37% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / NO

MAJOR PED/BIKE GENERATORS NEARBY

Residential Neighborhood, Community Center, Place of Worship, Bus Stop, School, and Industrial

VRU FEATURES

- Sidewalks (buffered, unbuffered, and discontinuous)
- Signalized crossings
- Unsignalized crossings
- Conventional bike lanes
- Bike-compatible shoulders
- 'Share The Road' sign for bikes

SPEED MANAGEMENT

- Yellow plaque above speed limit signs
- On street parking



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Horizontal Curve Safety	\$	1-5 years
	Pavement Friction Management	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Protected Pedestrian Phasing	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	Sight Distance Improvements	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pavement Friction Management	\$\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Roundabouts	\$\$\$	5-10 years
	Separated Bicycle Facilities	\$\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

ADELPHI ROAD

New Hampshire Avenue to 26th Place | 1.65 miles

TOP 3 PRIMARY CRASH TYPES

Other Vehicle

Parked Vehicle

Pedestrian

TOP 3 CONTRIBUTING FACTORS

1 Wet/Rain

2 Failed to Yield Right-of-Way

3 Failed to Give Full Time and Attention

4 Total Serious Injury/ Fatal Crashes

3 Total Pedestrian Crashes

0 Total Bicycle Crashes

0 Pedestrian Serious Injury/ Fatal Crashes

0 Bicycle Serious Injury/ Fatal Crashes

35 MPH SPEED LIMIT

4 LANES

YES RAISED MEDIAN

46% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?
YES / NO

MAJOR PED/BIKE GENERATORS NEARBY
Residential Neighborhood, School, Bus Stop, Government Facility, and Place of Worship

VRU FEATURES

- Sidewalks (buffered, unbuffered, and continuous)
- Signalized crossings
- Unsignalized crossings

SPEED MANAGEMENT

- Raised median
- Yellow plaque above speed limit sign
- On street parking

SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Intersection Conflict Warning System	\$	1-5 years
	Horizontal Curve Safety	\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	Pavement Friction Management	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Sight Distance Improvements	\$	Less than 1 year
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Intersection Conflict Warning System	\$\$	1-5 years
	ADA-Compliant Sidewalk Ramps	\$\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	New/Improved Sidewalks	\$\$	5-10 years
	Pavement Friction Management	\$\$	1-5 years
	Sight Distance Improvements	\$\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

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GARDNER ROAD (NORTH)

Accokeek Road to CleanEarth Soil Treatment and Recycling Facility | 1.14 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

 Off-Road

TOP 3 CONTRIBUTING FACTORS

1

Failed to Keep Right of Center

2

Failed to Drive Within Single Lane

3

Failed to Give Full Time and Attention

 7 Total Serious Injury/Fatal Crashes

 30 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

15% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

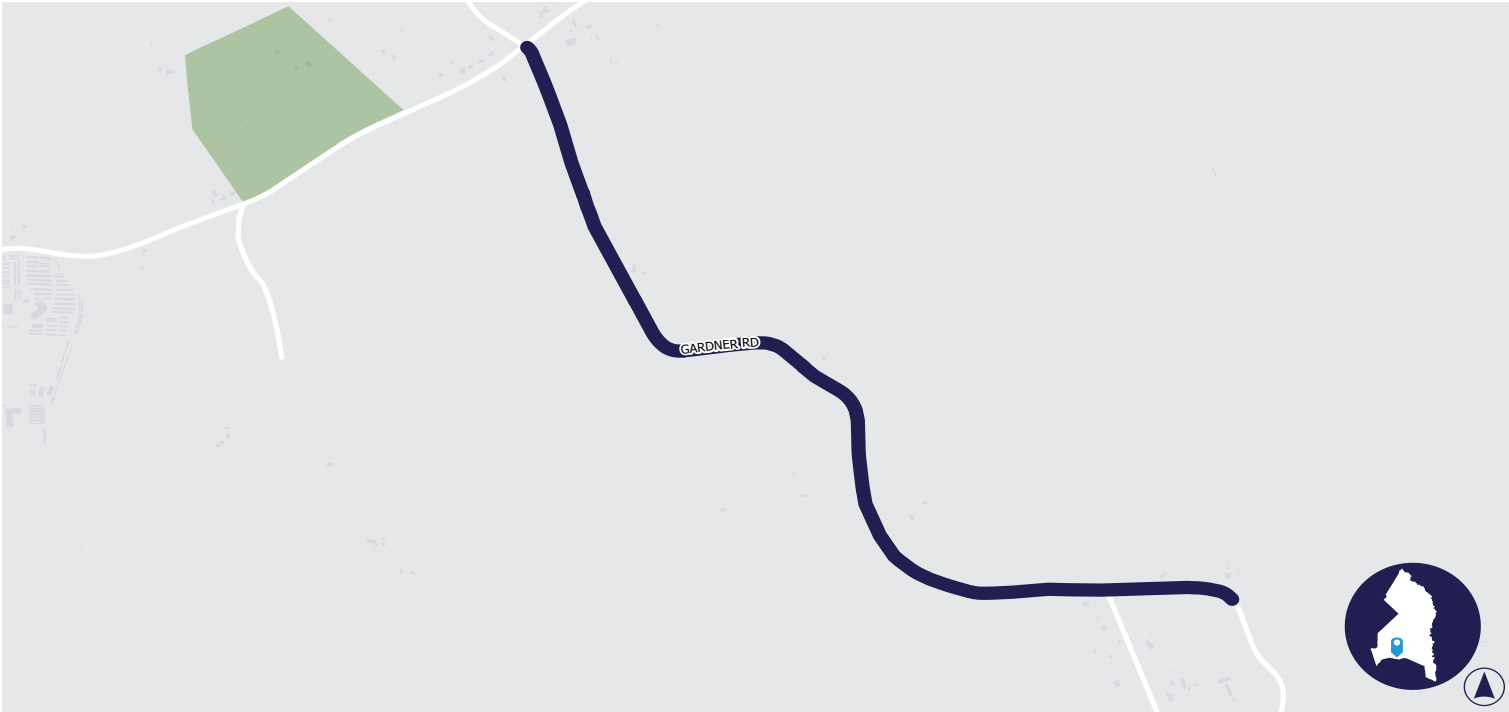
NONE

VRU FEATURES

 • NONE

SPEED MANAGEMENT

 • NONE



 0 Total Pedestrian Crashes

 0 Pedestrian Serious Injury/Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/Fatal Crashes

SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Horizontal Curve Safety	\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Intersection Conflict Warning System	\$	1-5 years
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Clear Zones	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	Roadway Lighting	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years

OWENS ROAD

Wheeler Road to Southern Avenue | 1.95 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Parked Vehicle

 Pedestrian

TOP 3 CONTRIBUTING FACTORS

1 Inattentive

2 Wet/Rain

3 Failed to Give Full Time and Attention

 6 Total Serious Injury/Fatal Crashes

 4 Total Pedestrian Crashes

 0 Total Bicycle Crashes

 0 Pedestrian Serious Injury/Fatal Crashes

 0 Bicycle Serious Injury/Fatal Crashes

 35 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

47% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

Bus Stop, School, Place of Worship, and Commercial

VRU FEATURES



- Sidewalks (buffered, unbuffered, and discontinuous)
- Signalized crossings
- Unsignalized crossings
- School crossings
- Conventional bike lanes
- Bike-compatible shoulders

SPEED MANAGEMENT



- Speed camera
- School zones



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Pavement Friction Management	\$	Less than 1 year
	Protected Pedestrian Phasing	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Bicycle Signal Phasing	\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Off-Street Trails	\$\$\$	5-10 years
	Pavement Friction Management	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Separated Bicycle Facilities	\$\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years

GOOD LUCK ROAD

Elvis Lane to Lanham Christian School Entrance | 1.27 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

 Bicycle

TOP 3 CONTRIBUTING FACTORS

1 Inattentive

2 Wet/Rain

3 Failed to Give Full Time and Attention

 1 Total Serious Injury/Fatal Crashes

 1 Total Pedestrian Crashes

 2 Total Bicycle Crashes

 0 Pedestrian Serious Injury/Fatal Crashes

 0 Bicycle Serious Injury/Fatal Crashes

 35 MPH SPEED LIMIT

 2 LANES

 YES RAISED MEDIAN

65% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / NO

MAJOR PED/BIKE GENERATORS NEARBY
Bus Stop, Commercial, School, Community Center, Place of Worship, and Healthcare

VRU FEATURES

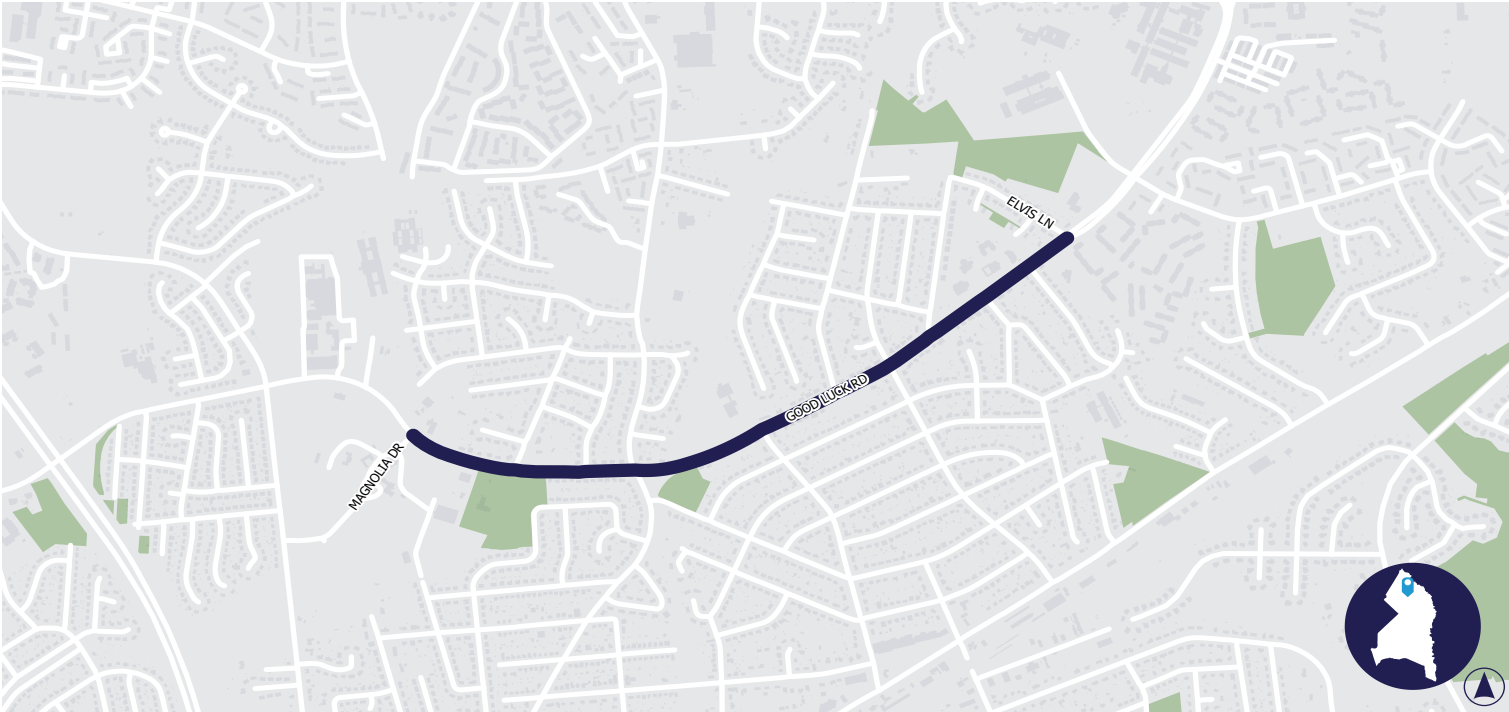


- Sidewalks (mostly buffered and continuous on both sides)
- Signalized crossings
- Unsignalized crossings

SPEED MANAGEMENT



- Raised medians with hatched shoulders



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Convert Two-Way Stop to All-Way Stop	\$	1-5 years
	Horizontal Curve Safety	\$	1-5 years
	Pavement Friction Management	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Retroreflective Signal Backplates	\$	1-5 years
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	Pavement Friction Management	\$\$	5-10 years
	Pedestrian Crossing Improvements	\$\$	5-10 years
	Separated Bicycle Facilities	\$\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years
	Vertical Traffic Calming	\$\$\$	1-5 years

LARCHMONT AVENUE

Old Central Avenue to Marlboro Pike | 1.04 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Parked Vehicle

 Pedestrian

TOP 3 CONTRIBUTING FACTORS

1

Snow/Ice

2

Wet/Rain

3

Failed to Give Full Time and Attention

 3 Total Serious Injury/Fatal Crashes

 2 Total Pedestrian Crashes

 0 Total Bicycle Crashes

 1 Pedestrian Serious Injury/Fatal Crashes

 0 Bicycle Serious Injury/Fatal Crashes

 35 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

89% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

Bus Stop, Metrorail Station, School, and Commercial

VRU FEATURES



- Sidewalks (unbuffered, continuous on NB side, and gaps on SB side)
- Unsignalized crossings
- Signalized crossings

SPEED MANAGEMENT



- Speed humps



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Convert Two-Way Stop to All-Way Stop	\$	1-5 years
	Pavement Friction Management	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Sight Distance Improvements	\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pavement Friction Management	\$\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Traffic Signals / Pedestrian Hybrid Beacons	\$\$	1-5 years

SURRATTS ROAD

0.5 miles south of Piscataway Creek to Dangerfield Road | 1.46 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Off-Road

 Animal

TOP 3 CONTRIBUTING FACTORS

1 Snow/Ice

2 Wet/Rain

3 Too Fast for Conditions

 2 Total Serious Injury/ Fatal Crashes

 30 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

8% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

Healthcare and Commercial

VRU FEATURES

 • NONE

SPEED MANAGEMENT

 • NONE



 1 Total Pedestrian Crashes

 1 Pedestrian Serious Injury/ Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/ Fatal Crashes

SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Wide Edge Lines	\$	Less than 1 year
	Pavement Friction Management	\$	Less than 1 year
	Horizontal Curve Safety	\$	1-5 years
	Sight Distance Improvements	\$	Less than 1 year
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Intersection Conflict Warning System	\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Horizontal Curve Safety	\$\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Clear Zones	\$\$	1-5 years
	Corridor Access Management	\$\$\$	5-10 years

EDMONSTON ROAD / OLD BALTIMORE PIKE

Grant Road to Armand Boyd Way | 1.29 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed-Object

N/A

TOP 3 CONTRIBUTING FACTORS

1

Followed Too Closely

2

Failed to Drive Within Single Lane

3

Failed to Give Full Time and Attention

 3 Total Serious Injury/ Fatal Crashes

 0 Total Pedestrian Crashes

 0 Pedestrian Serious Injury/ Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/ Fatal Crashes

 40 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

12% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / NO

MAJOR PED/BIKE GENERATORS NEARBY

Commercial, Industrial, Bus Stop, and Park

VRU FEATURES

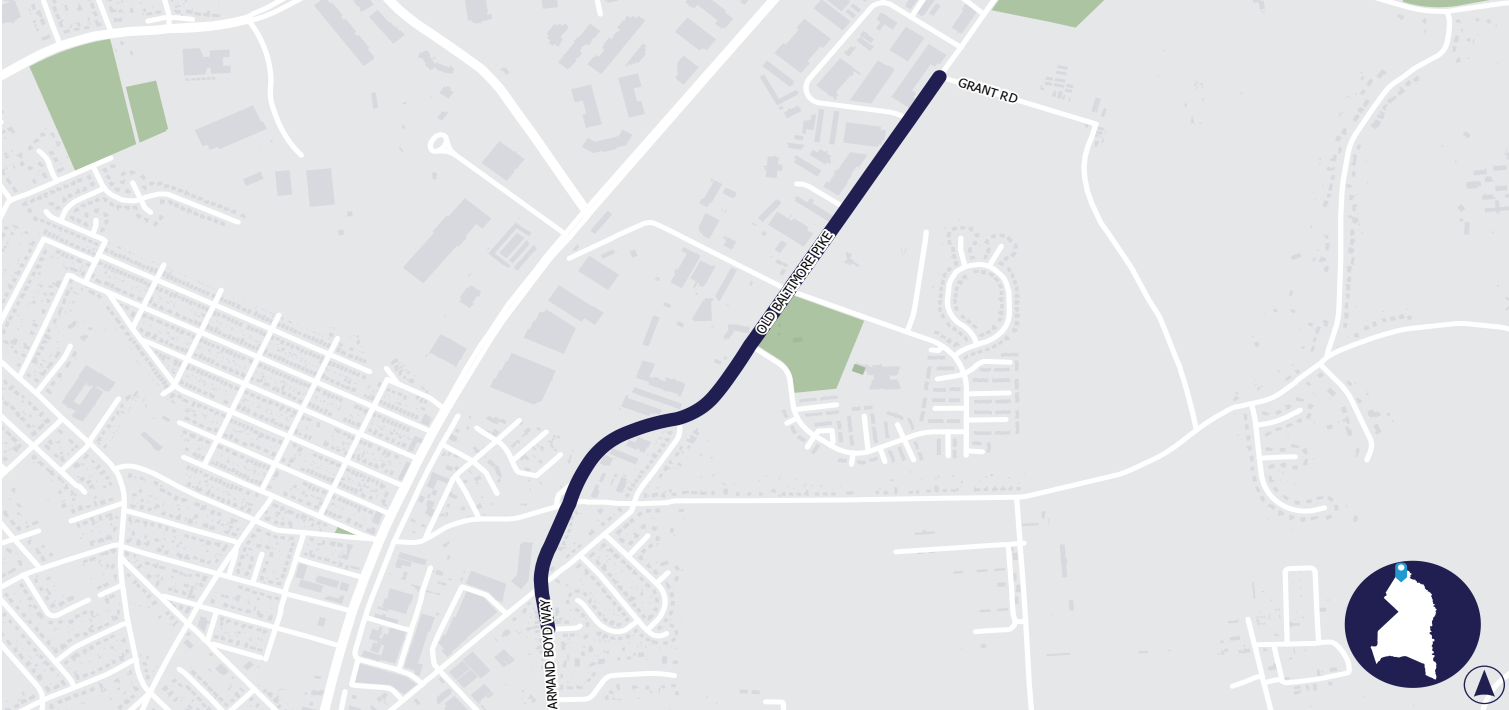


- Sidewalk (some buffered, and discontinuous on both sides)
- Signalized crossings
- Unsignalized crossings

SPEED MANAGEMENT



- Transverse rumble strips



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Convert Two-Way Stop to All-Way Stop	\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Retroreflective Signal Backplates	\$	1-5 years
	Right-Turn-On-Red Restrictions	\$	Less than 1 year
	SafetyEdge	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	New/Improved Sidewalks	\$\$\$	5-10 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Vertical Traffic Calming	\$\$	1-5 years
	Roundabouts	\$\$\$	5-10 years

RITCHIE MARLBORO ROAD

Brown Road to Ritchie Land Reclamation Driveway | 1.29 miles

TOP 3 PRIMARY CRASH TYPES

Other Vehicles

Off-Road

Parked Vehicle

TOP 3 CONTRIBUTING FACTORS

1 Inattentive

2 Followed Too Closely

3 Failed to Give Full Time and Attention

1 Total Serious Injury/ Fatal Crashes

1 Total Pedestrian Crashes

0 Total Bicycle Crashes

0 Pedestrian Serious Injury/ Fatal Crashes

0 Bicycle Serious Injury/ Fatal Crashes

40 MPH SPEED LIMIT

2 LANES

NO RAISED MEDIAN

24% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / NO

MAJOR PED/BIKE GENERATORS NEARBY

NONE

VRU FEATURES

• NONE

SPEED MANAGEMENT

• NONE



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Wide Edge Lines	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	Horizontal Curve Safety	\$	1-5 years

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Clear Zones	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Roundabouts	\$\$\$	5-10 years
	SafetyEdge	\$\$	1-5 years

MCKENDREE ROAD

Brinton Way to Accokeek Road | 1.25 miles

TOP 3 PRIMARY CRASH TYPES

-  Other Vehicle
-  Fixed Object
-  Bicycle

TOP 3 CONTRIBUTING FACTORS

- 1** Wet/Rain
- 2** Snow/Ice
- 3** Failed to Give Full Time and Attention

**1**
Total Serious Injury/ Fatal Crashes

**0** Total Pedestrian Crashes

**0** Pedestrian Serious Injury/ Fatal Crashes

**1** Total Bicycle Crashes

**1** Bicycle Serious Injury/ Fatal Crashes

 **25 MPH** SPEED LIMIT

 **2** LANES

 **NO** RAISED MEDIAN

15% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / **NO** 

MAJOR PED/BIKE GENERATORS NEARBY

NONE

VRU FEATURES

 • NONE

SPEED MANAGEMENT

 • NONE



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Wide Edge Lines	\$	Less than 1 year
	Horizontal Curve Safety	\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	Sight Distance Improvements	\$	Less than 1 year
	SafetyEdge	\$\$	1-5 years
	Intersection Conflict Warning System	\$	1-5 years

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Horizontal Curve Safety	\$\$\$	1-5 years
	Clear Zones	\$\$	1-5 years
	Roadway Lighting	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years

CAMPUS WAY

Entrance to Campus Way South Community to Lake Arbor Community Center Driveway | 1.12 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

 Bicycle

TOP 3 CONTRIBUTING FACTORS

1 Inattentive

2 Too Fast for Conditions

3 Failed to Give Full Time and Attention

 **1** Total Serious Injury/Fatal Crashes

 **0** Total Pedestrian Crashes

 **0** Pedestrian Serious Injury/Fatal Crashes

 **2** Total Bicycle Crashes

 **0** Bicycle Serious Injury/Fatal Crashes

 **35 MPH** SPEED LIMIT

 **6** LANES

 **YES** RAISED MEDIAN

46% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?
YES  / **NO**

MAJOR PED/BIKE GENERATORS NEARBY
Bus Stop, Commercial, Community Center, Childcare, and School

VRU FEATURES



- Sidewalk (buffered on NB side)
- Path/sidewalk (buffered on SB side)
- Signalized crosswalks
- Unsignalized crosswalks
- Refuge islands (some do not have marked crosswalks)

SPEED MANAGEMENT



- NONE

SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Signal Timing/Phasing Adjustments	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	Automated Enforcement (speed, stop, red light)	\$	1-5 years
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Horizontal Traffic Calming	\$\$	1-5 years
	Separated Bicycle Facilities	\$\$\$	1-5 years
	Corridor Access Management	\$\$\$	5-10 years
	Signal Timing/Phasing Adjustments	\$\$	1-5 years

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Prince George's County Road to Zero | Page 92

LOTTSFORD ROAD

Palmetto Drive to Old York Road Center Driveway | 1.32 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

N/A

 1 Total Serious Injury/ Fatal Crashes

 0 Total Pedestrian Crashes

 0 Pedestrian Serious Injury/ Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/ Fatal Crashes

 40 MPH SPEED LIMIT

 4 LANES

 YES RAISED MEDIAN

67% of Crashes within 500' of Intersections

TOP 3 CONTRIBUTING FACTORS

1

Failed to Yield Right-of-Way

2

Too Fast for Conditions

3

Failed to Give Full Time and Attention

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

Place of Worship, Bus Stop, School, and Commercial

VRU FEATURES

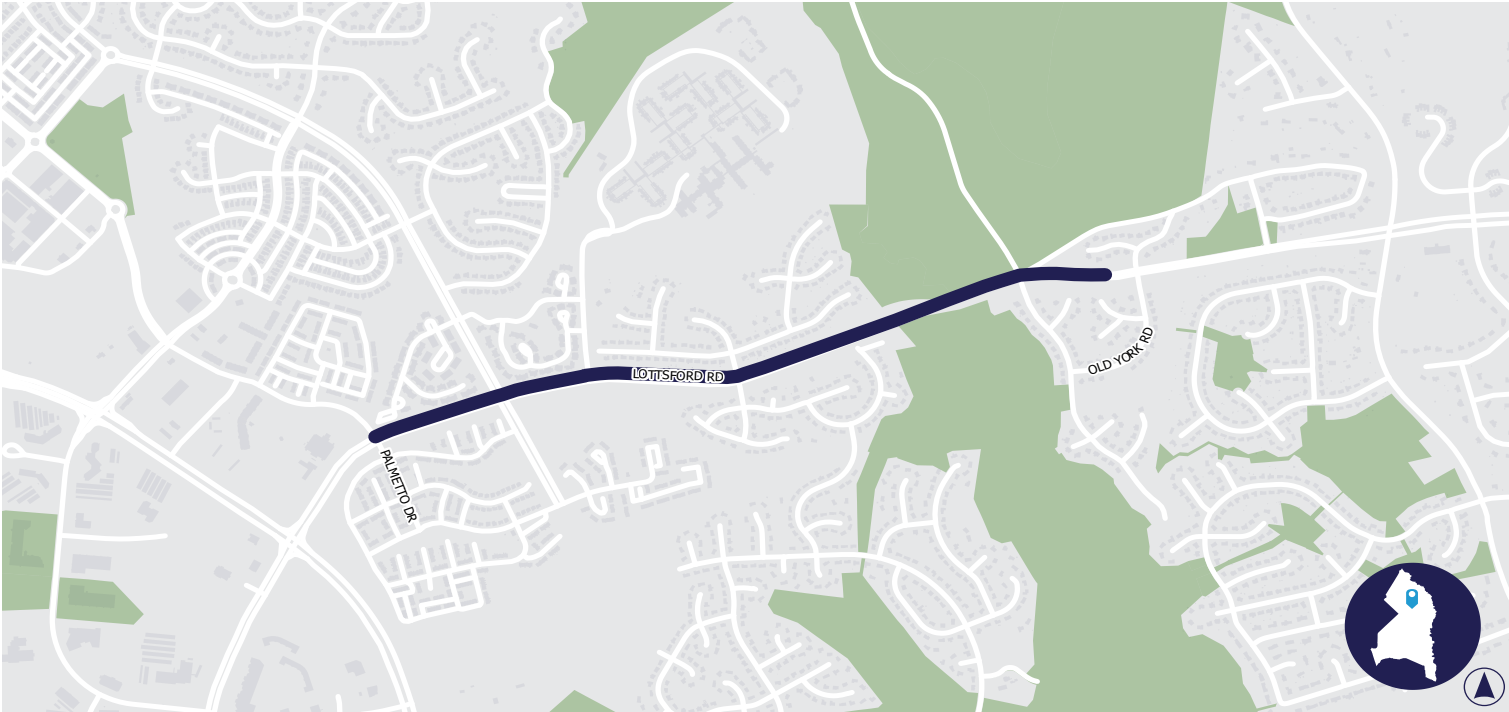


- Buffered bike lanes (both directions west of Campus Way)
- 'Share the road' sign for bikes (east of Campus Way)
- Sidewalk (buffered, unbuffered, and discontinuous on both sides)

SPEED MANAGEMENT



- NONE



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Signal Timing/Phasing Adjustments	\$	Less than 1 year
	Retroreflective Signal Backplates	\$	1-5 years
	Automated Enforcement (speed, stop, red light)	\$	1-5 years
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Separated Bicycle Facilities	\$\$\$	1-5 years
	Bicycle Signal Phasing	\$\$	1-5 years
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Signal Timing/Phasing Adjustments	\$\$	1-5 years
	Corridor Access Management	\$\$\$	5-10 years

GARDNER ROAD (SOUTH)

CleanEarth Soil Treatment and Recycling Facility to Mattawoman Lane | 1.26 miles

TOP 3 PRIMARY CRASH TYPES

 Fixed Object

 Off-Road

 Other Object

TOP 3 CONTRIBUTING FACTORS

1

Failed to Give Full Time and Attention

2

Failed to Keep Right of Center

3

Other Improper Action

 **2** Total Serious Injury/ Fatal Crashes

 **0** Total Pedestrian Crashes

 **0** Pedestrian Serious Injury/ Fatal Crashes

 **0** Total Bicycle Crashes

 **0** Bicycle Serious Injury/ Fatal Crashes

 **30 MPH** SPEED LIMIT

 **2** LANES

 **NO** RAISED MEDIAN

0% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / **NO** 

MAJOR PED/BIKE GENERATORS NEARBY

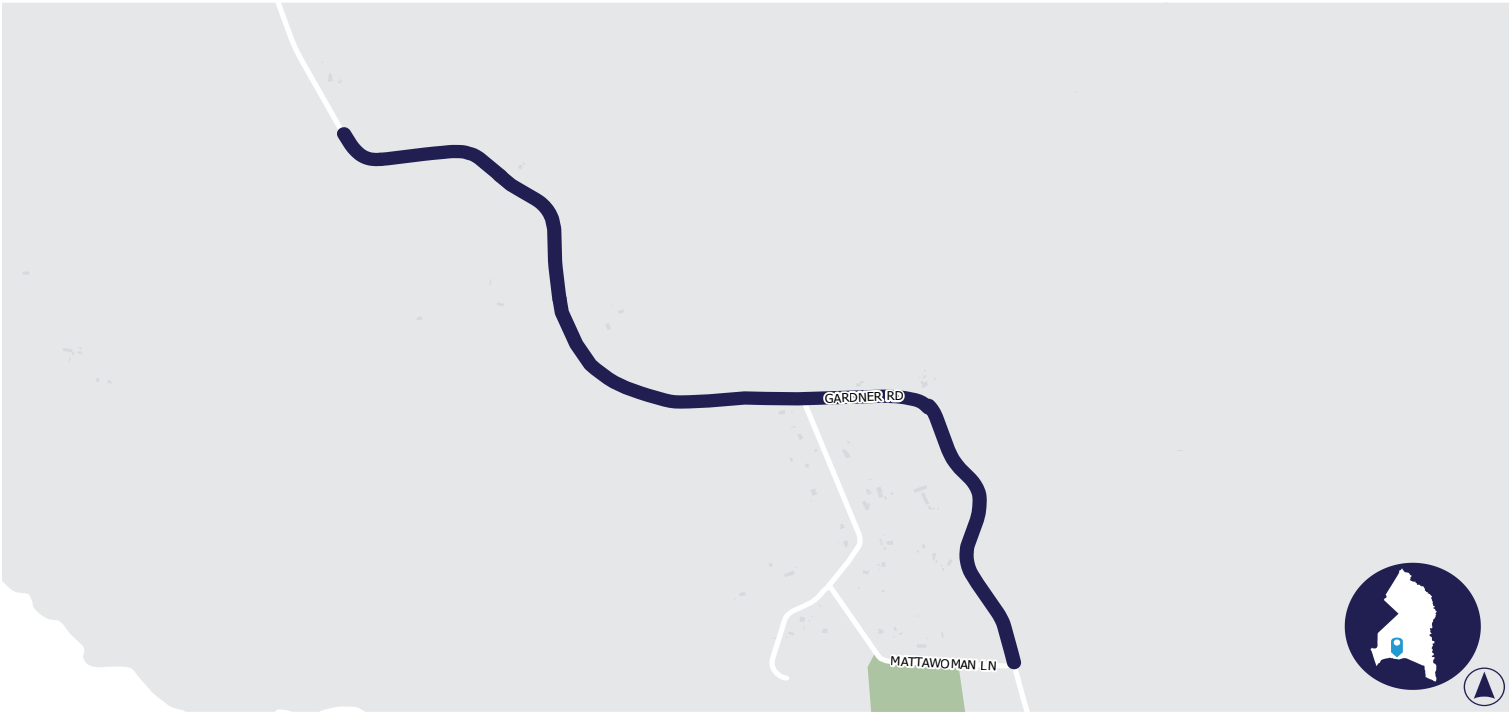
NONE

VRU FEATURES

 • NONE

SPEED MANAGEMENT

 • NONE



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Horizontal Curve Safety	\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Sight Distance Improvements	\$	Less than 1 year
	Intersection Conflict Warning System	\$	1-5 years
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Clear Zones	\$\$	1-5 years
	Horizontal Curve Safety	\$\$\$	1-5 years
	Roadway Lighting	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years
	Roundabouts	\$\$\$	5-10 years

DANVILLE ROAD

Springfield Road to Claggett Run Road | 1.09 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

TOP 3 CONTRIBUTING FACTORS

1

Failed to Give Full Time and Attention

2

Failed to Yield Right-of-Way

3

Other Improper Action



0

Total Serious Injury/ Fatal Crashes

 30 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

90%

of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES / NO

MAJOR PED/BIKE GENERATORS NEARBY

NONE

VRU FEATURES

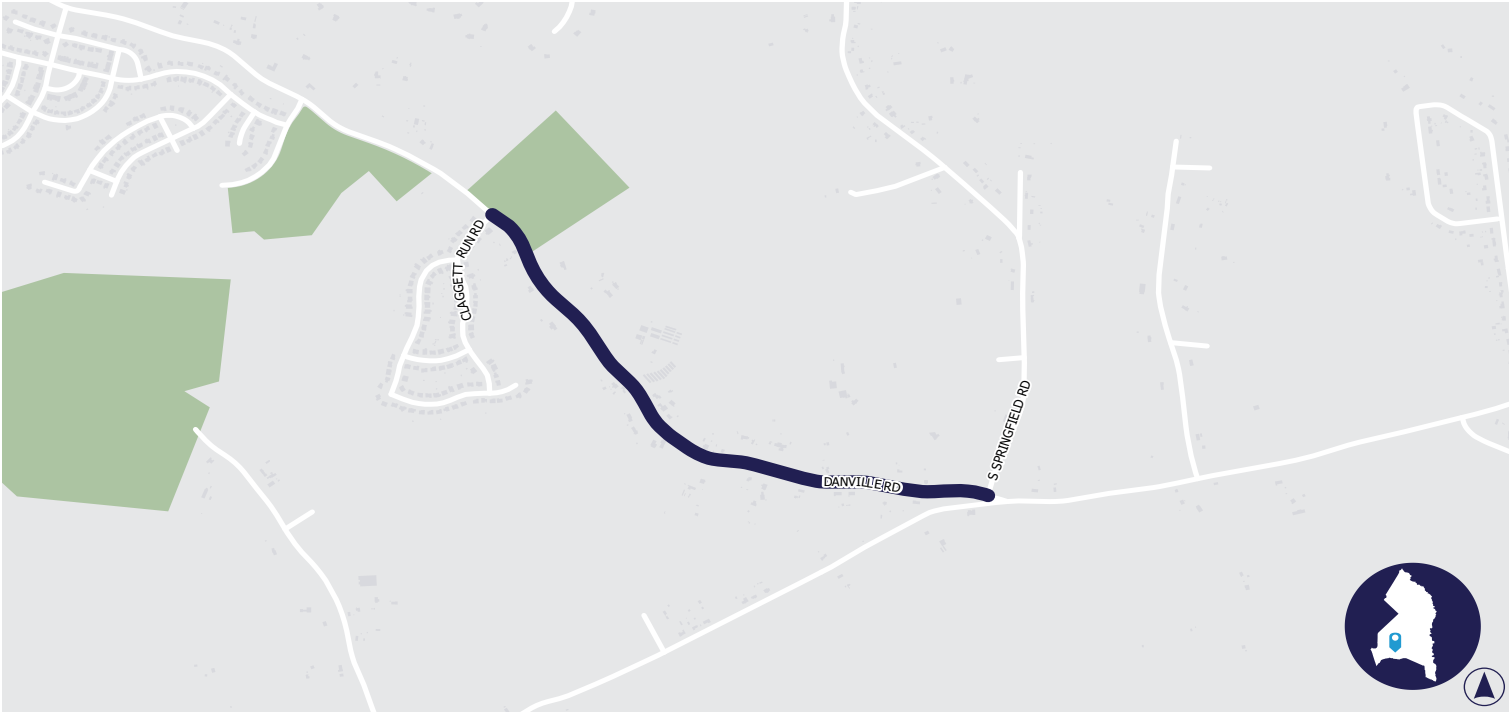


NONE

SPEED MANAGEMENT



NONE





0

Total Pedestrian Crashes



0

Pedestrian Serious Injury/ Fatal Crashes



0

Total Bicycle Crashes



0

Bicycle Serious Injury/ Fatal Crashes

SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Convert Two-Way Stop to All-Way Stop	\$	1-5 years
	Wide Edge Lines	\$	Less than 1 year
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Horizontal Curve Safety	\$	1-5 years
	Longitudinal Rumble Strips and Stripes	\$\$	1-5 years
	SafetyEdge	\$\$	1-5 years
	Sight Distance Improvements	\$	Less than 1 year
	Intersection Conflict Warning System	\$	1-5 years

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Roundabouts	\$\$\$	5-10 years
	Clear Zones	\$\$	1-5 years
	Roadway Lighting	\$\$	1-5 years
	Sight Distance Improvements	\$\$	1-5 years

CAPITOL HEIGHTS BOULEVARD

0.1 miles north of Ute Way to Marlboro Pike | 0.55 miles

TOP 3 PRIMARY CRASH TYPES

 Other Vehicle

 Fixed Object

 Pedestrian

TOP 3 CONTRIBUTING FACTORS

1

Failed to Give Full Time and Attention

2

Failed to Obey Traffic Signal

3

Improper Lane Change

 0 Total Serious Injury/Fatal Crashes

 1 Total Pedestrian Crashes

 0 Pedestrian Serious Injury/Fatal Crashes

 0 Total Bicycle Crashes

 0 Bicycle Serious Injury/Fatal Crashes

 25 MPH SPEED LIMIT

 2 LANES

 NO RAISED MEDIAN

33% of Crashes within 500' of Intersections

COMMUNITY NEED AREA?

YES  / NO

MAJOR PED/BIKE GENERATORS NEARBY

School, Place of Worship, Commercial, Bus Stop, and Metrorail Station

VRU FEATURES

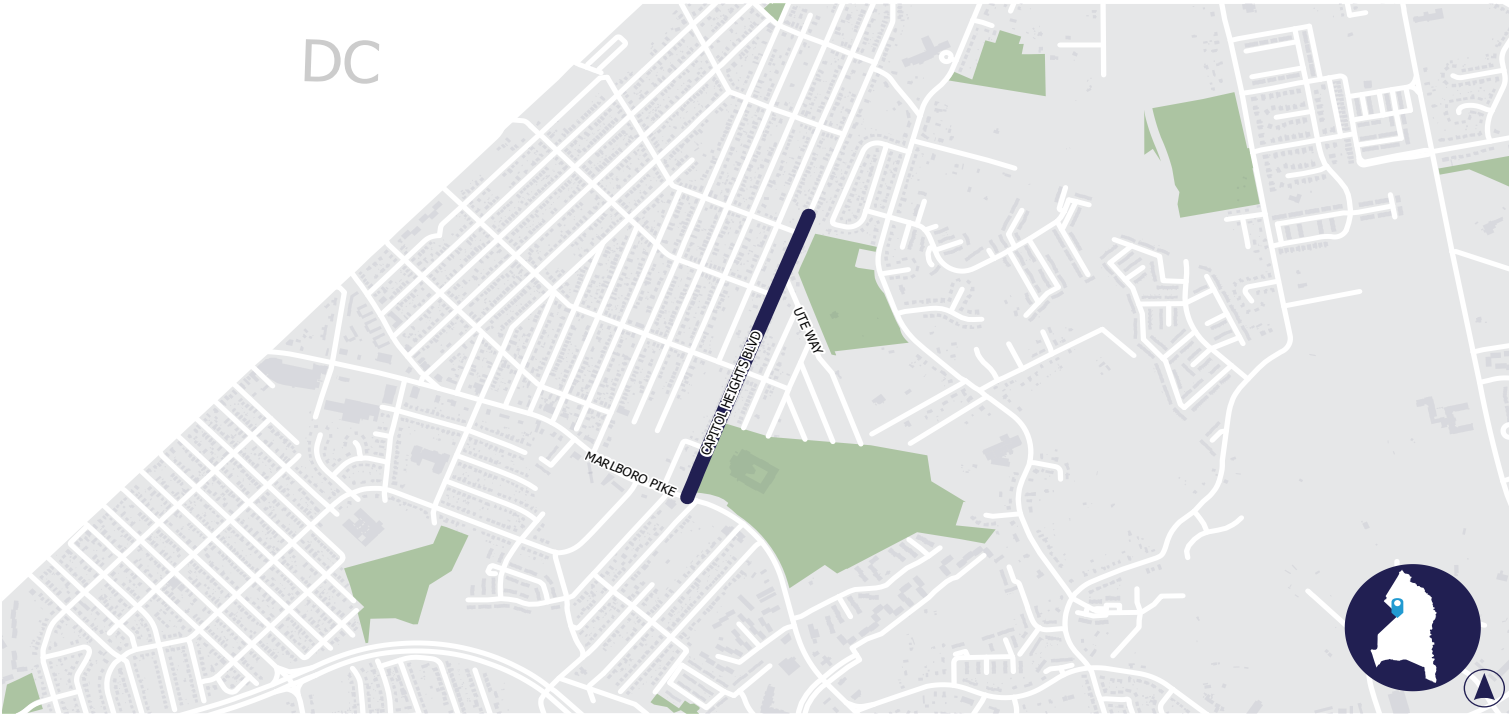


- Sidewalks (buffered one side only, ending 575' north of Marlboro Pike)

SPEED MANAGEMENT



- On-street parking
- Speed humps (south of Ute Way recent resurfacing)



SAFETY IMPROVEMENTS

QUICK-BUILD OPPORTUNITIES		COST	TIMELINE
	Convert Two-Way Stop to All-Way Stop	\$	1-5 years
	Adjust Speed Limits / Speed Feedback Signs	\$	Less than 1 year
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Automated Enforcement (speed, stop, red light)	\$	1-5 years
	Right-Turn-On-Red Restrictions	\$	Less than 1 year
	Wide Edge Lines	\$	Less than 1 year

ENGINEERING IMPROVEMENTS		COST	TIMELINE
	Vertical Traffic Calming	\$\$	1-5 years
	New/Improved sidewalks	\$\$\$	5-10 years
	ADA-Compliant Sidewalk Ramps	\$\$	1-5 years
	Pedestrian Crossing Improvements	\$\$	1-5 years
	Signal Timing/Phasing Adjustments	\$\$	1-5 years
	Turn Lanes	\$\$\$	1-5 years

Actions to Improve Safety

Prince George’s County’s Road to Zero Plan is our commitment to take bold, measurable action to eliminate traffic deaths and serious injuries on our roadways. Guided by the Safe System Approach, we will act across the SSA’s five pillars.



For each pillar, we have identified a broad set of action items for implementation for the future of Vision Zero in Prince George’s County. All actions are grounded in the County’s crash data; informed by the Gap Assessment and review of the 2020–2022 Vision Zero Action Plan; and shaped directly by input from community members and stakeholders, including a Vision Zero Action Group (VZAG).

Action List

Each of the recommended action items is categorized as follows:

- **Cost Estimate:** An order-of-magnitude cost estimate (\$ - minimal to \$\$\$ - costly)
- **Implementation Timeline:**
 - 🕒 Immediate (Year 1)
 - 🕒 Short-term (Years 2–3)
 - 🕒 Mid-term (Years 4–5)
 - 🕒 Long-term (Year 5+)
- **Lead and Supporting Agency(s):** Responsible for implementation
- **Safe System Category:** Approach element(s) that align with the action.

A Vision Zero Coalition will be formed to support implementation. It will include representatives from, but not limited to, key County agencies with the authority to implement changes, including public works, enforcement, planning, education, and public health. Led by DPW&T, the Coalition will implement the plan’s projects and actions and track progress toward eliminating traffic-related fatalities and serious injuries.

VISION ZERO COALITION ROLES

STAKEHOLDER	ROLE
Prince George’s County Government Agencies	Lead infrastructure, planning, policy integration, and public services related to safety projects.
Regional & State Partners	Coordinate planning and funding of transportation systems.
Law Enforcement Agencies	Support enforcement, crash response, and safety data.
Universities & Research Institutions	Provide data analysis, innovation, outreach, and research support.
Municipal & Local Government Departments	Advance local implementation and neighborhood-level safety initiatives.
Elected Officials & Municipal Leadership	Guide policy direction and community alignment.
Nonprofits & Advocacy Organizations	Support community engagement, provide input on safety projects, and help advance safety initiatives.



ACTION 1. EDUCATION AND EQUITABLE ENFORCEMENT

1. EDUCATION AND EQUITABLE ENFORCEMENT ACTIONS

1.1

Launch targeted public communication campaigns addressing unsafe driving behaviors (e.g., distracted driving, aggressive driving, impaired driving) and vulnerable road user safety.



LEAD: DPW&T
SUPPORT: PGCPs | PGFD | PGPD | PGMLS | MDOT MVA | UMD | NPOs

🕒 SHORT TERM
💰 COST: \$

1.5

Expand traffic safety education for youth and new drivers by integrating safe driving education into school curricula, driver's education, and license renewal timeframes.



LEAD: DPW&T
SUPPORT: PGCPs | MDOT MVA

🕒 SHORT TERM
💰 COST: \$\$

1.2

Utilize publicized and high-visibility enforcement to deter unsafe and impaired driving behaviors.



LEAD: PGPD
SUPPORT: DPW&T

🕒 SHORT TERM
💰 COST: \$

1.6

Conduct 1 High Visibility Traffic Safety Event action along the HIN each month to target unsafe driver behavior related to crashes, such as DUI enforcement surrounding events and times of year with higher concentrations of severe and fatal crashes.



LEAD: PGPD
SUPPORT: DPW&T

🕒 SHORT TERM
💰 COST: \$\$

1.3

Install speed/red light cameras at 20 locations on county-owned roads with recurring crashes and documented speeding or red light running safety concerns by 2030, particularly those near schools.



LEAD: PGPD
SUPPORT: PGCPs | DPW&T

🕒 SHORT TERM
💰 COST: \$\$

1.4

Partner with community organizations and destinations (e.g., schools, recreation centers, libraries, religious centers, youth clubs) to promote safe driving practices among young individuals.

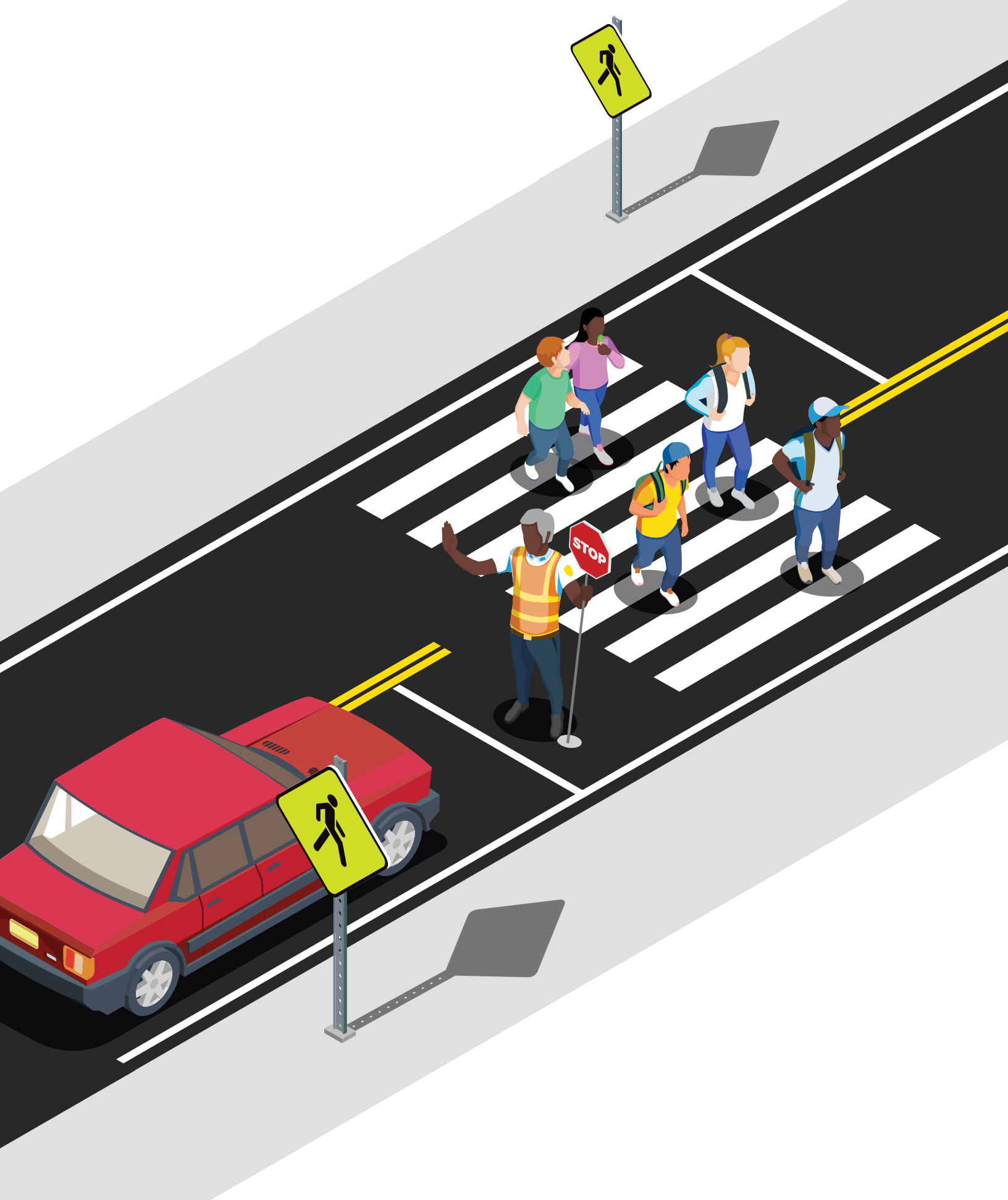


LEAD: DPW&T
SUPPORT: PGCPs | PGMLS | MDOT MVA | UMD | NPOs

🕒 SHORT TERM
💰 COST: \$

“ In Prince George’s County, it’s essential to focus our efforts on educating our younger generation in elementary, middle, and high schools. With the diverse mix of drivers in our area, this approach becomes even more vital.

- Public Input Survey Respondent



ACTION 2. ADVANCE SAFETY THROUGH EXISTING AND NEW PROGRAMS

2. EXISTING AND NEW PROGRAM ACTIONS

2.1 Promote the Neighborhood Traffic Management Program (NTMP) as a platform and resource to understand safety concerns and implement low-cost systemic safety countermeasures (e.g., speed humps, high-visibility crosswalks, rumble strips, slow zones, high friction surface treatment).	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T  MID TERM  COST: \$
2.2 Supplement regular maintenance operations with low-cost engineering safety countermeasures to ensure roadway safety and visibility are improved along the HPN.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T  SHORT TERM  COST: \$
2.3 Develop evaluation criteria for the implementation of No Right on Red restrictions, using site-specific analysis of pedestrian volumes, turning conflicts and crash history to identify five initial locations for deployment along the county-owned HPN by 2028. By 2030, refine these criteria based on results from these locations to be used to identify additional sites for implementation.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T  SHORT TERM  COST: \$\$
2.4 Develop a Quick Build Program that uses clearly defined prioritization criteria to facilitate implementation of demonstration projects that will create a pipeline of permanent improvements along five corridors and five intersections within the High Priority Network by 2030.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T  IMMEDIATE  COST: \$\$
2.5 Evaluate the feasibility of establishing slow zones near high-demand and high-incident locations for vulnerable road users on county-owned roads by 2030, aligning with SHA District 3's efforts to evaluate and implement County-wide speed limit reductions.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T MDOT PGPD  SHORT TERM  COST: \$\$
2.6 Coordinate a Speed Management Initiative to align and strengthen existing county programs focusing on speed (e.g., NTMP, ASE), with the goal of identifying short-term, low-cost safety strategies (e.g., traffic calming) to address speeding concerns, aligning with SHA's Context Driven speed limited reduction plan on state roads.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T; PGPD; Vision Zero Coalition  IMMEDIATE  COST: \$\$

2. EXISTING AND NEW PROGRAM ACTIONS

2.7

Implement roadway departure and speed management countermeasures at 20 high-risk locations on county-owned roads with higher incidence of single vehicle crashes by 2030.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T

-  IMMEDIATE
-  COST: \$/\$\$\$

2.8

Establish and maintain a Safe Routes to School program, led by a dedicated Safe Routes to School Coordinator to work closely with PGCPS and MDOT and improve safety and accessibility to schools.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T; OEPM
SUPPORT: PGCPS; MVA

-  SHORT TERM
-  COST: \$\$



More awareness programs for new drivers.

- Public Input Survey Respondent



ACTION 3. DATA AND EMERGING TECHNOLOGIES

3. DATA AND EMERGING TECHNOLOGIES ACTIONS

3.1 Seek partnerships with PGDH and public health departments to explore opportunities to integrate law enforcement and hospital data to improve crash reporting and evaluate post-crash response.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T PGDH  SHORT TERM  COST:\$
3.2 Invest in data collection technologies or services to collect/acquire actual speeds and Vulnerable Road User (VRU) demand data to aid in the evaluation and prioritization of projects.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T OIT SUPPORT: OIT; OAS  MID TERM  COST:\$
3.3 Partner with PGFD to leverage and support ongoing efforts to enhance micromobility crash data tracking efforts.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T PGFD  IMMEDIATE  COST:\$
3.4 Develop a program to pilot use of camera-based sensors to capture near-miss incidents and recommend improvements at five selected intersections by 2030.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T OIT  MID TERM  COST:\$/\$\$

3.5 Explore the feasibility of implementing a Digital Alert System and integrated dynamic signal timing supported by innovative technologies (including AI based programs).	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T OIT SUPPORT: PGPD  SHORT TERM  COST:\$
3.6 Explore a partnership with WMATA to access data on crashes involving public transit vehicles, as well as relevant camera footage. Analyze these data sources to identify patterns, risk factors, and high-incidence locations, and apply the insights to inform and strengthen Vision Zero strategies.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T SUPPORT: MDOT  IMMEDIATE  COST:\$
3.7 Smart Speed Feedback Signs: Incorporate variable messaging signs displaying motorist speeds on county-owned roads as a quick, low-cost countermeasure against speeding along the Priority Network, supplementing similar signs deployed on State-owned roads.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T SUPPORT: WMATA  SHORT TERM  COST:\$



Possibly even integrating AI technology can significantly contribute to safer roadways.

- Public Input Survey Respondent



ACTION 4. VULNERABLE ROAD USER SAFETY

4. VULNERABLE ROAD USERS SAFETY ACTIONS

4.1

Prioritize and advance protected bike lanes/ shared use paths along 10 corridors on the HPN VRU network with high bicycle use or high concentration of fatal and serious injury bicycle crashes, aligned with existing state and local Complete Streets policies. Submit a minimum of three grant applications to support project delivery, leveraging existing activities through programs such as SHA's Pedestrian Safety Action Plan and District Safety Projects.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T | MDOT

- LONG TERM
- COST: \$\$\$

4.2

Upgrade or install low-cost bicycle infrastructure (e.g., striping, signage, bicycle parking) at no less than 10 locations on County-owned roadways with higher incidence of bicycle fatalities and serious injuries by 2030.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T
SUPPORT: MDOT

- SHORT TERM
- COST: \$\$

4.3

Improve micromobility safety through education, engineering, enforcement and policy modifications to support these actions, particularly in and around university and school campuses.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T | PGFD
SUPPORT: UMD; Other University/Campus

- MID TERM
- COST: \$

4.4

Identify and implement LPIs at 20 signalized intersections along the HPN by 2030, using context-sensitive criteria such as signal operations, pedestrian volumes, and turning movement volumes to prioritize locations for implementation.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T | MDOT

- MID TERM
- COST: \$\$

4.5

Add high-visibility crosswalks with intersection daylighting as the design standard for improving accessibility to all fixed guideway stations (e.g., Metro, Purple Line, MARC), and bus stop/shelter locations along the HPN, prioritizing high-demand locations.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T
SUPPORT: WMATA

- SHORT TERM
- COST: \$

4.6

Incorporate lighting enhancements, including continuous street lighting and pedestrian-scale lighting, into all safety projects along the HPN, including PSAP and VRU areas.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T | MDOT

- IMMEDIATE
- COST: \$\$

4. VULNERABLE ROAD USERS SAFETY ACTIONS

4.7

Collaborate with MDOT on ongoing sidewalk data collection efforts and improvements to State-owned sidewalks. Develop a sidewalk inventory for the County and implement improvements along five county-owned sidewalk corridors by 2030, selecting one project to address per year.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T
SUPPORT: MDOT

-  SHORT TERM
-  COST: \$

4.8

Explore the addition of mid-block crossings along HPN near high-trip generators—such as schools, community centers, and transit centers—in alignment with existing engineering standards and implementation programs.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T;
MDOT

-  MID TERM
-  COST: \$

“ Better wayfinding for bicycles, pedestrians, and scooters to find safe facilities would be a big win, especially near major trip generators like metro stations and trailheads.

- Public Input Survey Respondent



ACTION 5. COMMUNITY ENGAGEMENT, OUTREACH & EDUCATION

5. COMMUNITY ENGAGEMENT, OUTREACH, AND EDUCATION ACTIONS

5.1 Establish an In-Street Educational Signage Program to inform pedestrians and bicyclists of different countermeasures implemented that contribute to safety, referencing Vision Zero webpages that residents can reference for educational materials on safety measures.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T  SHORT TERM  COST: \$\$
5.2 Plan and execute six targeted outreach efforts per year to engage with communities disproportionately impacted by crashes, particularly along the HPN corridors.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T SUPPORT:PGCPS; PGMLS; NPOs  IMMEDIATE  COST: \$\$
5.3 Continue to maintain the Vision Zero website and monthly Vision Zero newsletter distribution to create awareness and promote safety efforts.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	

5.4 Build and maintain a Vision Zero Ambassador Network by partnering with at least two organizations each year to share resources, set commitments, and support outreach.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T SUPPORT: PGCPS; PGMLS; MVA; UMD; NPOs  SHORT TERM  COST: \$
5.5 Increase accessibility of outreach efforts by translating all published materials into English and Spanish, and other languages reflective of community demographics, including digital accessibility enhancements, and providing interpretation services at community meetings.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T  SHORT TERM  COST: \$
5.6 Expand the Vision Zero Yard Sign Program, including published materials in English, Spanish, and other frequently spoken languages and increasing promotion.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T  MID TERM  COST: \$\$

5. COMMUNITY ENGAGEMENT, OUTREACH, AND EDUCATION ACTIONS

5.7

Develop a Mobile Traffic Garden Program.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T
SUPPORT: PGCPS

 SHORT TERM
 COST: \$\$

5.8

Conduct two walk and bike road safety audits each year, supplementing SHA-led audits on State-owned roads, to empower the community to contribute to data collection and highlight concerns through a data-driven process.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T
SUPPORT: PGCPS, MDOT, PGPD, PGFD, PGDH

 SHORT TERM
 COST: \$



Need outreach to pedestrians and cyclists on the need for reflective clothing after dark. Often pedestrians are only seen from a distance by drivers after dark if they are wearing white sneakers or other light colored garments.

- Public Input Survey Respondent



ACTION 6. INTERAGENCY PARTNERSHIPS & COORDINATION

6. INTERAGENCY PARTNERSHIPS AND COORDINATION ACTIONS

6.1 Identify private sector partners such as large employers or transportation service providers (e.g., micromobility companies, ridesharing services, driverless services) to coordinate data sharing and safety implementation as part of TDM programs.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T  MID TERM  COST: \$\$
6.2 Set up quarterly meeting with DPW&T and PGPD to discuss enforcement, education and identify priority locations for future safety interventions.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T; PGPD  IMMEDIATE  COST: \$
6.3 Collaborate with PGDH on prevention and treatment programs to address impaired driving.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T; PGDH  MIDTERM  COST: \$\$

6.4 Coordinate with law enforcement, engineers, planners, first responders, and policymakers to develop a Fatal Crash Review Working Group and investigate procedural and policy strategies for implementation by 2028.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T; PGPD; Vision Zero Coalition SUPPORT: PGPD; PGFD; PGDH  IMMEDIATE  COST: \$
6.5 Collaborate with PGFD to improve emergency response along the HPN corridors by pinpointing challenges in EMS accessibility.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T ; PGFD  SHORT TERM  COST: \$
6.6 Establish the Vision Zero Coalition as the designated multiagency stakeholder group responsible for implementation, evaluation and monitoring of Vision Zero actions.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE	LEAD: DPW&T; Vision Zero Coalition  IMMEDIATE  COST: \$

“ “

We’re committed to making sure youth have safe routes and that our community is aware of safety interventions.

- Vision Zero Action Group Member



ACTION 7. STATE ROAD SAFETY

7. STATE ROAD SAFETY ACTIONS

7.1 Identify connectivity gaps, and collaborate with MDOT to advance prioritization and programming processes that will support sidewalk improvements at County and State owned roadway intersections.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T; MDOT  SHORT TERM  COST: \$
7.2 Collaborate with MDOT, law enforcement, and first responders to assess the feasibility and implement traffic signal preemption on up to five County corridors and five State corridors along the HPN.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T; MDOT SUPPORT: PGFD, PGPD  SHORT TERM  COST: \$
7.3 Partner with MDOT to bolster Vision Zero and safety messaging focused on State roadways.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T; MDOT  SHORT TERM  COST: \$

7.4 Establish a quarterly coordination process between DPW&T and MDOT to discuss safety improvements, including sharing priority corridors and intersections on State roads, sharing project updates, and engaging in two-way strategic discussions to identify and advance effective countermeasures along State-owned corridors.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: DPW&T; MDOT SUPPORT: SHA; MVA; MHSO  IMMEDIATE  COST: \$
7.5 Coordinate with SHA through standing meetings to integrate safety improvements into upcoming resurfacing projects on the HPN.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: MDOT SUPPORT: DPW&T; SHA; MVA; MHSO  IMMEDIATE  COST: \$
7.6 Expand automated speed enforcement to state-owned HPN Priority 1 corridors – focusing on work zones, school zones and corridors used by Vulnerable Road Users (VRUs), in alignment with State policy and legislative authority.	 SAFER SPEEDS  SAFER ROADS  SAFER PEOPLE  SAFER VEHICLES  POST-CRASH CARE LEAD: MDOT; PGPD SUPPORT: DPW&T; SHA; MVA; MHSO  SHORT TERM  COST: \$\$

7. STATE ROAD SAFETY ACTIONS

7.7

Partner with MDOT to highlight opportunities to enhance the fidelity of crash data used for detailed reporting, through forums such as the Traffic Records Coordinating Committee.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T; MDOT; MDSP
SUPPORT: SPGPD

 IMMEDIATE
 COST: \$

7.8

Coordinate low-cost VRU improvements along state roads, prioritizing currently identified PSAP and VRU corridors.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T; MDOT

 SHORT TERM
 COST: \$

“

When you add more development and more traffic, safety has to keep up—or people get hurt.

- Public Input Survey Respondent



ACTION 8. POLICIES, PROCEDURES, AND TRAINING

8. POLICIES, PROCEDURES, AND TRAINING ACTIONS

8.1

Adopt the Vision Zero Charter document through a formal resolution.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

INTERMEDIATE

COST: \$\$

8.2

Review and incorporate IIHS/ NHTSA star ratings into county vehicle purchase considerations.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

SHORT TERM

COST: \$

8.3

Explore becoming an Ally in Action, joining USDOT’s Call to Action to reinforce efforts and advance the goal of eliminating roadway traffic fatalities.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

SHORT TERM

COST: \$\$

8.4

Review roadway design standards to identify opportunities to revise safety criteria for County roadway projects and incorporate MDOT’s Complete Streets policy.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

SHORT TERM

COST: \$\$

8.5

Assign staff to participate in and learn from the Vision Zero Network programming to effectively advance Vision Zero.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

IMMEDIATE

COST: \$

8.6

Enhance all stop-controlled intersections along the HPN to meet MUTCD standards and improve compliance through signage, signal timing, markings, and lighting improvements.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

MEDIUM TERM

COST: \$

8.7

Support expansion of the automated speed enforcement policy to address HPN corridors.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: PGPD

SUPPORT: DPW&T

IMMEDIATE

COST: \$

8.8

Organize annual mandatory Vision Zero training for all County staff, and annual innovation learning sessions to strengthen knowledge of transportation safety and emerging strategies.

- SAFER SPEEDS
- SAFER ROADS
- SAFER PEOPLE
- SAFER VEHICLES
- POST-CRASH CARE

LEAD: DPW&T

SHORT TERM

COST: \$

8. POLICIES, PROCEDURES, AND TRAINING ACTIONS

8.9

Integrate safety and VRU assessments into the private Site Plan Development Review process, particularly along the HPN VRU network and schools.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T; DPIE;
MNCPPC
SUPPORT: PGCPs

-  MID TERM
-  COST: \$\$

8.10

Include Vision Zero objectives and safe driving principles in classroom and behind-the-wheel training for operators of County fleet vehicles.

-  SAFER SPEEDS
-  SAFER ROADS
-  SAFER PEOPLE
-  SAFER VEHICLES
-  POST-CRASH CARE

LEAD: DPW&T
SUPPORT: PGCPs

-  SHORT TERM
-  COST: \$



Aser cumplir los reglamentos para mayor seguridad.
Enforce regulations to improve safety.

- Public Input Survey Respondent

VI. EVALUATION AND MONITORING

Achieving zero traffic deaths requires more than good intentions. Zero traffic death requires clear goals, ongoing measurement, and transparency with the public. Prince George’s County will track progress in ways that are meaningful, timely, and easy to understand.

ROAD TO ZERO

In the past, safety was often measured only by looking at crash numbers several years after a project was built. While crash data remains important, the Safe System Approach calls for a broader and more proactive way of tracking progress.

This Plan uses both:

- **Immediate (Day One) Metrics:** Early signs that change is happening
- **Long-Term Outcomes:** Measures that look at long-term reductions in deaths and serious injuries

How We Will Measure Progress

Vision Zero progress will be measured over different timeframes, from immediate actions to long-term safety outcomes. Some measures show that work is underway, while others demonstrate whether we are truly reducing deaths and serious injuries over time. The table below summarizes what we will track, how frequently, and where the data comes from. These metrics will help the County track implementation efforts across community engagement, engineering, and policy areas.

KEY PERFORMANCE METRICS



POLICY AND LEADERSHIP COMMITMENT

- Safety resolutions
- Funding commitments
[Quarterly • Administrative records](#)
- Integration of safety into capital and development projects and processes
- Dedicated funding allocated to safety programs and projects
- Design standards and speed regulation updates
- Adoption of safety-focused laws and policies (e.g., automated speed enforcement)
[Annually • Administrative records](#)

CRASH TRENDS AND INDICATORS

- Year-over-year fatalities / serious injuries
- Pedestrian / bicycle crash trends, fatalities, and serious injuries
[Monthly • Crash data](#)
- Fatalities and serious injuries (federal safety measures)
[Annually • Fatality Analysis Reporting System \(FARS\) data, FWA measures](#)
- Fatal / serious injury crashes in underserved communities
- Vulnerable road user fatalities / serious injuries in underserved communities
[Annually • Census and crash data](#)

COMMUNITY EDUCATION, OUTREACH, AND ENGAGEMENT

- Number of events / presentations
- Meeting and safety event attendance
- Survey responses
[Quarterly • Outreach logs and surveys](#)
- Number of school visits
- Number of youth and students engaged
- Number of public presentations
- Count of website views
- Participation in outreach programs
- Joint safety campaigns
[Annually • Program tracking logs](#)
- Enforcement activities (e.g., speeding)
[Semi-Annually • Enforcement campaign data](#)

ENGINEERING AND INFRASTRUCTURE

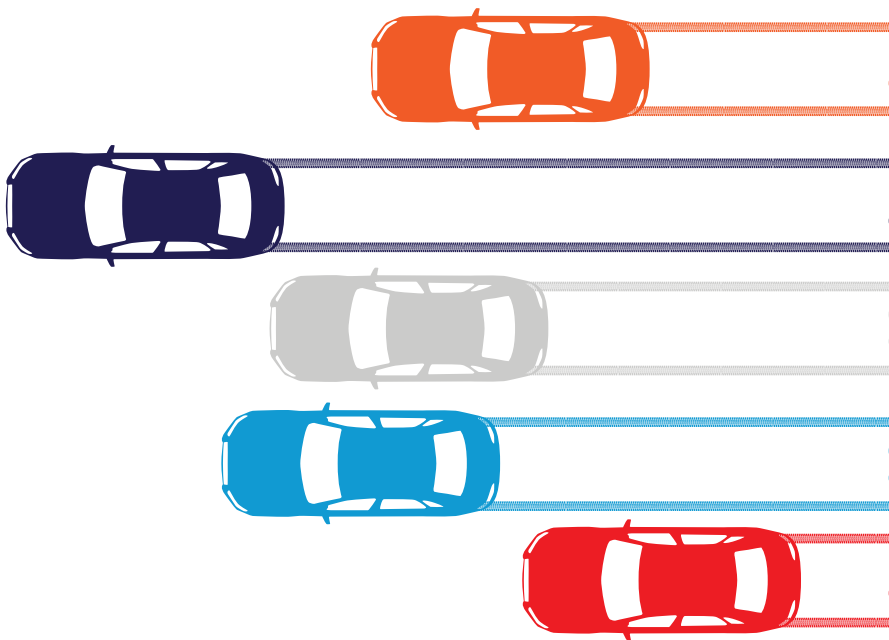
- Number and miles of safety projects / studies
- Priority corridors addressed
- Intersection safety improvements installed
- Sidewalk gaps addressed
- Quick build improvements
- Pilot safety and speed reduction projects
[Quarterly • Planning and engineering records](#)
- Safety improvements in underserved communities
- Crash rates in underserved communities
[Annually • Planning and engineering records, census data, and crash data](#)
- Capital engineering project design, construction, and completion
[Annually • Capital project records and budgets](#)
- Pilot safety projects to reduce speeds
[Before/After Projects • Speed data, near-miss video analysis](#)

MONITORING & EVALUATION

ACTIONS

1	Collect and analyze engagement metrics from online and inperson activities to evaluate outreach performance and inform future strategies.	LEAD: DPW&T SUPPORT: PGFD, PGPD, PGCPs, PGMLS, UMD, MDOT, WMATA 🕒 QUARTERLY
2	Conduct annual resident surveys to measure perceived safety and familiarity with the Vision Zero program in the community.	LEAD: DPW&T 🕒 ANNUALLY
3	Develop and update a public-facing dashboard quarterly to reflect recent crash trends, share progress, and increase transparency.	LEAD: DPW&T 🕒 ANNUALLY
4	Develop a standardized data evaluation template to guide before-and-after studies of roadway safety projects and apply it consistently to collect and analyze data for all projects to assess the effectiveness of implemented countermeasures.	LEAD: DPW&T 🕒 ANNUALLY

5	Publish annual progress reports to track and monitor ongoing implementation efforts, and outline future priorities.	LEAD: DPW&T 🕒 ANNUALLY
6	Prepare and share quarterly crash reports with the Vision Zero Coalition to track and evaluate progress.	LEAD: DPW&T 🕒 ANNUALLY



Keeping the Public Informed

Transparency builds trust. The County will evaluate and share progress with internal, external and public stakeholders through a variety of forums and mediums, including:

- A public online dashboard showing crash trends and project status.
- An annual Vision Zero progress report.
- Community engagement and interagency coordination to gather input.
- Regular updates to the Action Plan as conditions evolve.
- Rapid safety reviews following fatal crashes to identify lessons learned.

Funding Strategies

Advancing the Road to Zero Plan requires sustained investment. The County recognizes that a combination of funding sources and strategies are needed to advance safety goals. Short-term and quick-build improvements can begin addressing safety concerns, while complex, capital projects must navigate planning, design, and construction. A comprehensive approach to project planning and funding includes:

- **Integrated Delivery:** Bundle safety improvements with roadway resurfacing, maintenance, and capital projects whenever possible.
- **Community Collaboration:** Work with municipalities, planning and community organizations, the private sector, and non-profits to leverage funding sources available at the local level.
- **Pursue Grant Support:** Monitor and pursue grant opportunities regularly and prepare “shovel-ready” projects to leverage available funding.
- **State/Regional Partnerships:** Align Vision Zero projects with existing initiatives (e.g., transit expansion, climate goals, technology solutions) to unlock additional funding through coordination with MDOT and regional partners, focusing on key areas of overlap, such as transit stations.
- **Tracking and Monitoring:** Provide consistent public reporting on funding allocation, usage, and associated safety outcomes.
- **Dedicated Funding:** Continue to support County budget funding for Vision Zero.
- **Strategic Investment:** Identify opportunities where smaller investments can create opportunities to enable enhanced benefits.
- **Policy-based Funding:** Continue to assess and evaluate innovative funding strategies to generate revenue for a Vision Zero mitigation fund to support safety improvements on priority corridors, in conjunction with M-NCPPC, DPIE and MDOT.
- **Capacity Building is Key:** The growth of a scalable program is integral to ensuring that this plan’s recommended actions can be fully implemented.

Additional funding opportunities include advertising revenue, bonding, and safety-specific millages through referendum, as well as existing additional funding sources available from local, nonprofit, state, regional, and national sources.

FUNDING OPPORTUNITIES

LOCAL

- Capital Improvement Program (CIP)
- Safe Routes to School (SRTS)
- Operations and Maintenance Budgets
- Neighborhood Traffic Management Programs (NTMP)

REGIONAL

- Local Technical Assistance Program (LTAP)
- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

NON-PROFIT

- AARP Challenge Grants

STATE

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant (STBG)
- Kim Lamphier Bikeways Program
- State Highway Safety (Section 402)
- Safe Routes to School (SRTS)
- Transportation Alternatives Program (TAP)
- Recreational Trails Program (RTP)
- Statewide Transit Innovation Grant (STIG)

FEDERAL

- Better Utilizing Investments to Leverage Development (BUILD)
- Multimodal Project Discretionary Grant (MPDG)
- Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation Programs (PROTECT)
- Advanced Transportation Technologies and Innovation (ATTAIN)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE)
- TOD Pilot Program
- All Stations Accessibility Program (ASAP)

Communications Strategies

Our communication strategy is designed to support the **strategic implementation of Vision Zero** by making safety progress visible, strengthening relationships with residents and partners, and reinforcing data-driven educational efforts across Prince George’s County.

What residents will see and hear?

The County’s communication and outreach strategy will both **demonstrate progress and drive behavior change**.

- **Progress and implementation:** The County will communicate clear, visible progress on Vision Zero by highlighting where safety improvements are occurring, what changes are being made, and measurable impacts along the High Priority Network, such as reduced speeds, fewer conflicts, and improved safety outcomes.
- **Behavioral safety education:** Guided by crash trends and community input, outreach will focus on reducing high-risk behaviors that contribute to severe crashes—such as speeding, distracted driving, and impaired driving— while providing targeted education to vulnerable road users on safe practices to reduce their risk of injury.

Who will we engage?

Outreach will focus both on changing high-risk behaviors and providing safety education to high-risk populations, based on the DPW&T’s findings from crash trends.

Communications will focus on behaviors contributing to severe crashes—such as speeding and distracted/impaired driving—with focus on young drivers, who are overrepresented in serious crashes.

Outreach will also support vulnerable road users who are most at-risk, such as pedestrians, bicyclists, transit users, youth, older adults, multilingual communities, delivery drivers, and residents in high community-need areas.



HOW WE WILL COMMUNICATE

The County will implement a structured, multi-channel communications program designed for consistent, accessible, and equitable engagement.

- An **Annual Vision Zero Progress Report** will be produced to summarize outcomes, track progress, and communicate safety results. Updates will be shared regularly through the [Vision Zero website](#) and the DPW&T Dispatch newsletter¹⁰.
- Provide a standardized **social media toolkit** to support seasonal campaigns focused on high-risk behaviors such as speeding, distracted driving, and impaired driving.
- Build and maintain a **Vision Zero dashboard** updated quarterly to share project progress, performance metrics, and implementation updates along the High Priority Network.
- Use crash trends and community needs analysis to guide engagement locations and timing, prioritizing **High Priority Network** corridors.
- Ensure all materials are **ADA-compliant** and **translated** into the five most commonly spoken non-English languages in the County.
- Expand outreach through in-person engagement, partnerships with trusted community leaders, and traditional media - such as radio and billboards - to **bridge the digital divide** and reach residents with limited digital access.

Communication and outreach, like this Plan, will be a multi-agency effort and will extend to partnerships with community organizations, community leaders, and advocacy groups, as well as ongoing engagement with residents to ensure communities are represented and actively involved in successful implementation.

Engagement Programs

As part of the Road to Zero Action Plan, DPW&T will continue to expand, promote and engage residents and community partners through the existing and new Vision Zero outreach and engagement programs;

SERVICE REQUESTS AND STUDIES

- 311 Service Requests**
Report traffic safety concerns and request follow-up.
- Neighborhood Traffic Management Program (NTMP)**
Homeowners Association or Councilmember requests can initiate traffic studies on local residential neighborhood streets, focused on speeding and excessive traffic volumes
- Traffic Safety Improvement Requests**
Outside of the 311 and NTMP programs

PROJECT OUTREACH

- Public Engagement (Existing)**
Occurs at key project milestones.
- Grant-funded Projects (e.g., Safe Routes to School) (Existing)**
Includes community engagement touchpoints to ensure meaningful public participation and input.
- Public-facing Data Dashboard (New)**
Depicts priority networks and active projects status

COMMUNITY PROGRAMS

- Ambassador Program (New)**
Community members share safety information in their communities using a standardized toolkit, with incentives tied to their level of participation. Participants support the promotion of safer streets using engagement tools and recognition opportunities.
- Walk Audit Program (New)**
Engages residents in identifying on-the-ground safety issues.
- Yard Sign Program (Existing)**
Depicts priority networks and active projects status
- Mobile Traffic Garden Lending Program**
Expose children to traffic safety risks and safe behaviors in a protected environment.



Policy Strategies

Policy changes are essential to institutionalizing the Safe System Approach and ensuring safety improvements are applied consistently, equitably, and at scale. Policies influence roadway design, speed management, enforcement, funding priorities, and interagency decision-making. While many policies are implemented at the State level, Prince George’s County can leverage its experience and goals to influence State efforts and ensure consistency across agencies.

Following are the key policy strategies DPW&T will explore that could support the County’s Vision Zero goals include:

SAFER SPEEDS

Near-Term: Quick-Build Implementation

Develop a Speed Management Initiative to coordinate existing programs and implement low-cost measures such as traffic calming, neighborhood slow zones, and school safety zones to reduce speeds in high-risk areas.

State-Enabled Policies: Speed Limits and Automated Traffic Enforcement

Establish context-based 20–25 mph speed zones on County-controlled residential and school-area roads. Broader reductions require State legislation. Expand automated traffic enforcement by advocating for legislative authority in additional high-risk locations.

Long-Term: Systemic Roundabout Program

Implement roundabouts to reduce vehicle speeds and crash severity, using mini-roundabouts or temporary installations to test designs before permanent construction¹¹.

SAFER STREETS

Near-Term: Pedestrian-Focused Efforts

Implement quick-build improvements such as enhanced lighting, leading pedestrian intervals, and demonstration projects. Coordinate with DPIE and M-NCPPC to pursue developer-funded off-site safety improvements along the High Priority Network.

State-Enabled Policies: Safe Intersection Design Standards

Advocate for State intersection design standards that prioritize the safety of Vulnerable Road Users.

Long-Term: Complete Streets and Urban Design Standards

Continue to periodically update Complete Streets and Urban Design Standards to incorporate proven safety practices and support safe, transit-oriented development.

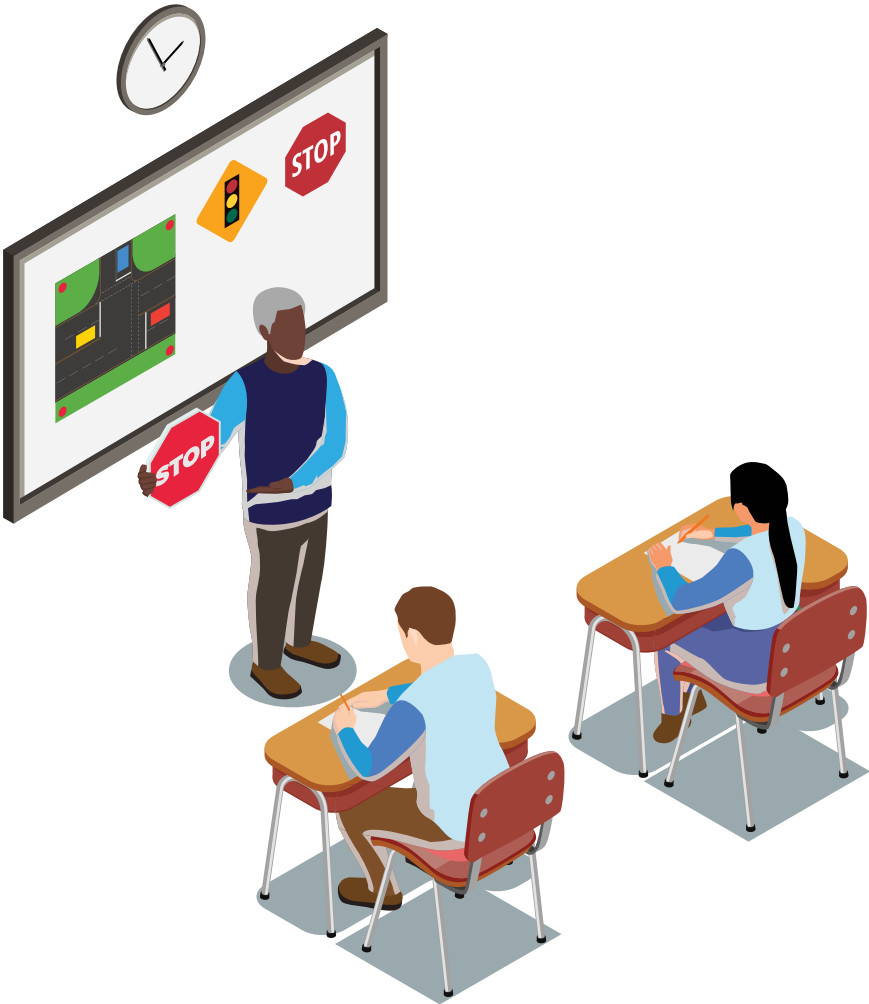
SAFER PEOPLE

Near-Term: Transportation Demand Management

Develop, support and enhance and transit-oriented development, parking management, first/last-mile transit connections, employer commute and telework programs, and Safe Routes to School to reduce vehicle trips and improve walking and bicycling safety.

State-Enabled and Long-Term Policies: Senior Mobility and Older Driver Safety Policies

Support policies such as license screening, vision testing, and medical review for older drivers, while implementing roadway improvements including larger signage, enhanced lighting, and leading pedestrian intervals to improve safety for aging road users.¹²





CALL TO ACTION

Prince George's County will continue to build upon the momentum of the Vision Zero program by implementing the Road to Zero Plan. With the buy-in and active participation of all roadway users in a safety-first culture, these strategies and goals can advance the reduction and elimination of traffic deaths in the County.

Endnotes

1. State ownership and maintenance spans Interstates, U.S. Highways and Maryland State Routes. "Other" ownership includes NPS, municipal, and private roads. Ownership is defined per MDOT roadway data.
2. Pedalcycle is the term used in crash reporting to cover anything that is a pedal-cycled device.
3. Functional Classification System - Maryland SHA
4. Based on MDOT data provided by Prince George's County.
5. Crash density per mile represents weighted crashes, which were assessed using the "sliding-window methodology" that is described in the report appendices.
6. Intersection crashes may be attributed to multiple intersecting roadways; as a result, crashes can be counted more than once across priority tiers, and aggregated percentages may exceed 100%.
7. Totals of values for the 3 priority tiers
8. Totals of values for locations not within 3 priority tiers
9. Refer to the Decision-Making Methodology in Section V.
10. <https://www.princegeorgescountymd.gov/departments-offices/public-works-transportation/about-dpwt/media>
11. Top 10 Ways to Reinforce Local Vision Zero Commitments, accessed March 20, 2026, <https://visionzeronetwork.org/top-10-ways-to-reinforce-local-vision-zero-commitments/>
12. Countermeasures That Work, NHTSA, accessed March 20, 2026, <https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/countermeasures>





SAFE STREETS FOR EVERYONE

visionzero-princegeorges.hub.arcgis.com/