



Prince George's County Guide To Traffic Safety

Introduction

The County Executive launched Vision Zero Prince George's on July 25, 2019 as a countywide strategy to eliminate traffic-related serious injuries and deaths by the year 2040. Positioned as a collaborative community model, Vision Zero Prince George's focuses on supportive road and transportation design coupled with education and safety measures for all roadway users. In the Vision Zero strategy, everyone in the community shares responsibility for ensuring the safety of all roadway users, whether they are pedestrians, bicyclists, motorcyclists, transit users or drivers.

**Prince George's
County's roadway
network includes more
than 2,000 miles of
public streets.**

**OUR GOAL is the RIGHT
TREATMENT at the
RIGHT TIME**

Vision Zero involves a continuous effort to bring together various County agencies, as well as State, regional and local partners, to collectively address all aspects of traffic safety. The Prince George's County Department of Public Works and Transportation (DPW&T), Office of Engineering and Project Management, is the lead County staff responsible for the engineering activities associated with the Vision Zero Program. Our approach incorporates the six E's to eliminate traffic related fatalities, namely: Education, Emergency Response, Engineering, Enforcement, Evaluation, and Equity.

OUR APPROACH: THE 6Es



VISIONZERO

prince george's

Identifying Speeding Problems

The Prince George's County Department of Public Works and Transportation utilizes the nationally accepted traffic engineering standard of setting Posted Speed Limits not higher than the 85th percentile speed. The threshold means that 85% of the drivers are driving at or below the posted speed limit. In addition, the Department considers other important factors when determining the posted speed limits, including whether pedestrians use the roadway, land uses and roadside developments, number of access points and historical crash severity.

Although residential streets carry the lowest volume of traffic and have the fewest crashes, they are often the subject of the most speeding complaints. Residents see vehicles driving too fast in their neighborhood, then conclude that more traffic enforcement and roadway engineering improvements are needed.



Did you know?

In many cases, the speeds perceived as excessive by community residents are the same speeds as those at which they operate their vehicles when driving on similar roads. Observations have also shown that most speeding violations occur by residents who live in their own neighborhood.



What Should You Do?

When speeding becomes a concern, citizens can contact their local Police Department and request greater traffic enforcement. Contact the Department of Public Works and Transportation, Traffic Engineering and Safety Division, using the County's 311 system to request a traffic study. Follow these tips below to get the most out of a traffic request.

- Contact the Maryland State Highway Administration, District III Office, if speeding is occurring on state maintained roadways. State-maintained roadways can be identified as numbered routes, such as "MD 193". Service requests may be made through the State Highway Administration via telephone at 301-513-7300 or online at http://marylandsha.force.com/customer-care/request_for_service.
- To report a problem on a County roadway, citizens should dial 311 while within Prince George's County or use the County's online portal, <https://www.princegeorgescountymd.gov/2775/CountyClick-311Report-a-Problem>.
- When making a request, a unique service request number is assigned. Remember this service request number as it can be used to quickly follow up on a requested service.

Traffic Safety Programs

The Prince George's County Department of Public Works and Transportation (DPW&T) is responsible for the safety and maintenance of over 2,000 miles of major roadways (arterial and collector type roads) and residential streets, including over 215 traffic signals, sidewalks, and signs. To provide greater traffic safety for all roadway users, DPW&T has created and implemented these roadway safety programs:

- Neighborhood Traffic Management Program (NTMP) for Residential Streets
- Intersection Studies
- Collector and Arterial Speed Management Program

Neighborhood Traffic Management Program

This program was initiated in 1996 with the objective to promote and encourage the safety and livability of the County's residential communities. This is achieved by reducing the speeds and impacts of cut-through traffic on residential streets, while preserving access for emergency vehicles, buses, and other users. NTMP traffic studies should be requested by the local Homeowner's Association (HOA) or through the appropriate County Council Member's office.



Did you know?

Through the NTMP program, over 1,000 speed humps have been installed on over 200 residential streets throughout Prince George's County.



NTMP traffic studies are conducted only on residential streets. Collected data includes traffic volumes, prevailing traffic speeds, traffic crashes, local land use, presence of sidewalks, sight distance and non-local traffic.

Due to the complexity of the studies, they may require several months to conclude. Once a street qualifies for NTMP measures, a community meeting is organized so that the planned speed hump locations can be discussed. Following the meeting, a petition is sent to the HOA which must obtain at least 60% of signatures indicating the community's concurrence, then the signed petition is sent to DPW&T and the speed humps are scheduled for installation.

Traffic Calming and Safety Measures

Speed Monitoring Awareness Radar Trailer (SMART) with Community Involvement



Yard Sign Program



Speed Humps



Chokers with Speed Hump



Traffic Circles and Roundabouts



Intersection Studies

The Traffic Engineering and Safety Division of the Prince George's County Department of Public Works and Transportation analyzes County intersections to determine the most appropriate traffic control measures and devices that should be installed at the studied locations. The analysis methodology utilized by the Department are national standards and norms contained in the Manual on Uniform Traffic Control Devices (MUTCD). The manual considers several warrants, including vehicular traffic volumes, number of pedestrians, school crossings, coordinated signal systems and number and type of crashes. Results of the studies, when warranted, may result in the installation of all-way stop controlled intersections, traffic signals, traffic circles or roundabouts.

- **All-way stop control signs:**

Require all approaching vehicles to come to a complete stop and are generally installed at the intersection in a short period of time.

- **Traffic signals:** Control all approaches to the intersection

and require a greater amount of time for installation. The necessary steps for the installation of a traffic signal include obtaining funding, engineering design, advertisement, contractor selection, mobilization, utility relocations, construction and traffic signal programming.

- **Traffic circles or roundabouts:** Raised islands placed at intersections, intended to reduce travel speeds. Traffic circles are used on residential streets where the average daily traffic volumes (ADT's) of the minor street is less than 1,000 vehicles per day; roundabouts are larger in diameter and used where the ADT's in the minor road exceed 1,000 vehicles per day, and on streets wider than 36 feet that may be designated collector roads.



Collector and Arterial Speed Management Program

Collector and arterial roadways carry moderate to high traffic volumes. The collector type roadways generally connect and distribute traffic from local roads to arterial roadways, whereas arterial roadways provide connections to freeways and major land uses, including commercial, retail, high density residential and industrial areas.

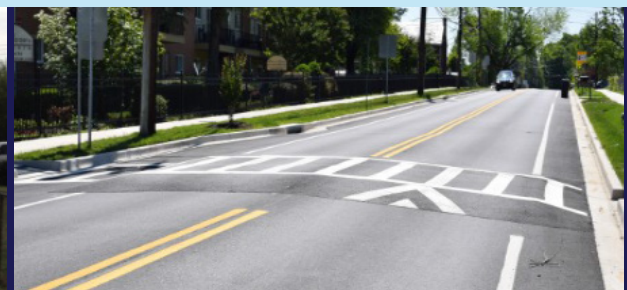
To provide greater traffic safety along these major types of roadways, the Prince George's County Department of Public Works and Transportation has implemented several programs described below.

Road Diets

Road diets are reconfigurations of roadways performed to enhance safety, mobility and access for all road users and to accommodate a variety of transportation modes. Modifications include the reduction of the width and number of travel lanes for addition or expansion of bicycle and pedestrian facilities. The Department has been implementing road diets either through the Capital Improvement Program's (CIP) Green Complete Streets, when major construction improvements and resources are required, or through the Vision Zero Improvement Program that allows traffic safety projects with smaller scopes to be implemented in shorter amounts of time.



Wheeler Road Diet including new bike lane.



Swann Road - Green Complete Streets Project - Before and After

Pedestrian and Bike Access Network Program

The program focuses on adding bike lane and ADA compliant sidewalks on County roads. Studies suggest that narrowing a traffic lane to include pedestrian and bike facilities helps slow down the traffic. The focus of the program is to review existing conditions, land use and traffic patterns to identify projects that help improve pedestrian and bike accessibility. The program aims to develop pedestrian and bike networks that provide connection to high-mobility areas such as schools, colleges, shopping and regional transit stations.



Newly installed 1.5 miles of bicycle lanes along Oxon Hill Road from Cross Foxes Drive to Harborview Avenue.

Other Community Issues & Frequently Called Numbers

- Revenue Authority, Parking Enforcement – **301-772-2060**
- Department of Public Works and Transportation (DPW&T), Road Maintenance Division, Sidewalk Repair – **301-499-8611**
- Department of Public Works and Transportation (DPW&T), Special Services Division, Trees within R/W – **301-499-8531**
- Department of Permitting, Inspections and Enforcement (DPIE), Code Enforcement – **301-636-2090**
- Department of the Environment (DoE), Litter Pickup – **301-952-7625**
- Maryland State Highway Administration (SHA), District III – **301-513-7300**

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301-883-5600

