

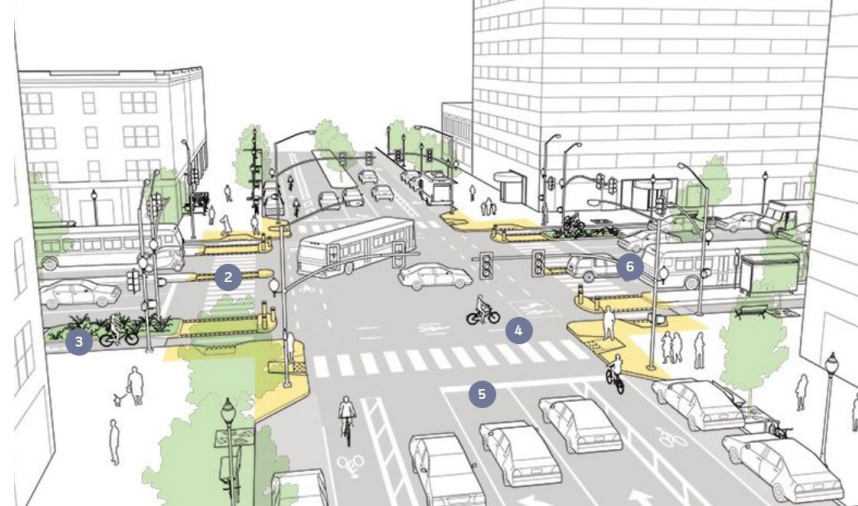
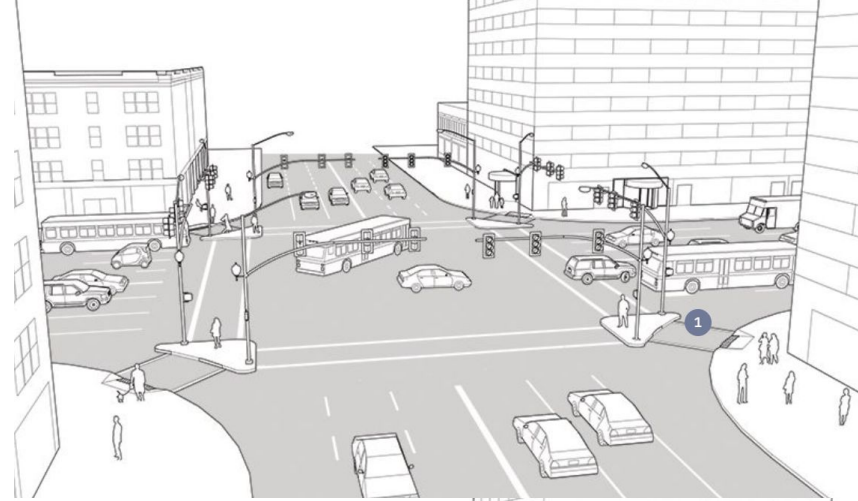
# Walkable Urban Streets Act

## Implementing

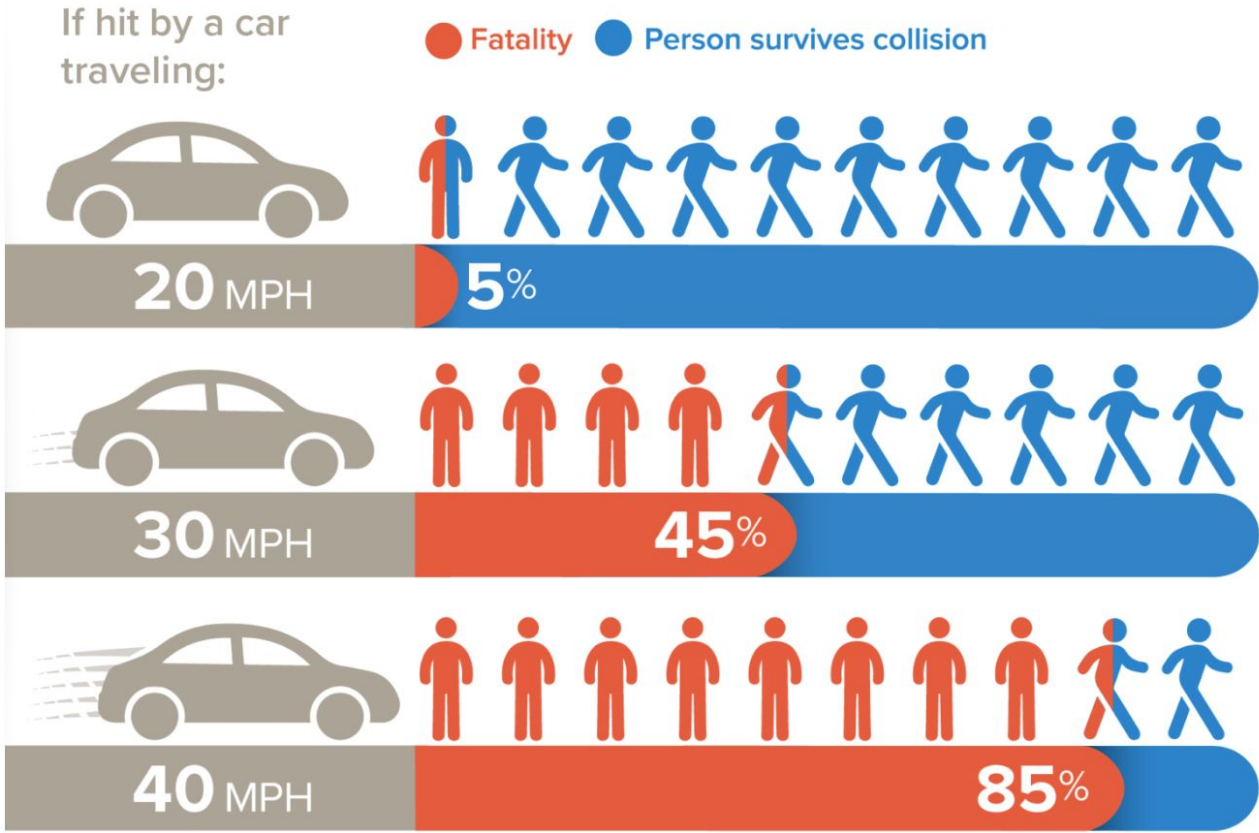
Complete Streets Policy (2012)  
Prince George's Urban Street Design  
Standards (2017)

### Benefits:

- Safer, low-speed, people-friendly streets
- Catalyzes transit-oriented economic development



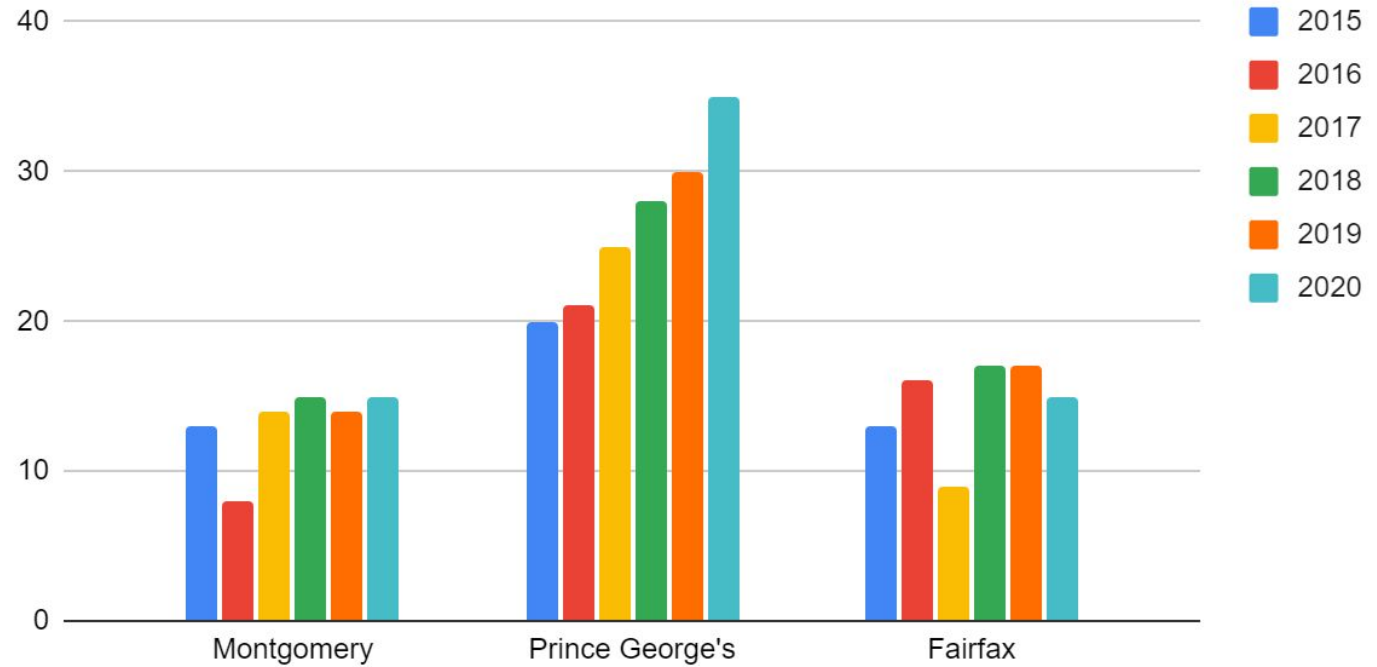
# Speed kills - urban places should be 25 MPH



Source: <https://smartgrowthamerica.org/what-are-complete-streets/>

Twice the  
pedestrian deaths  
in Prince George's  
County as peers

## Pedestrian Fatalities, 2015 to 2020



Source: FARS, TPB Safety Committee

# DPW&T's 2017 Urban Street Design Standards - for Regional Transit Centers & Local Centers

## Elements:

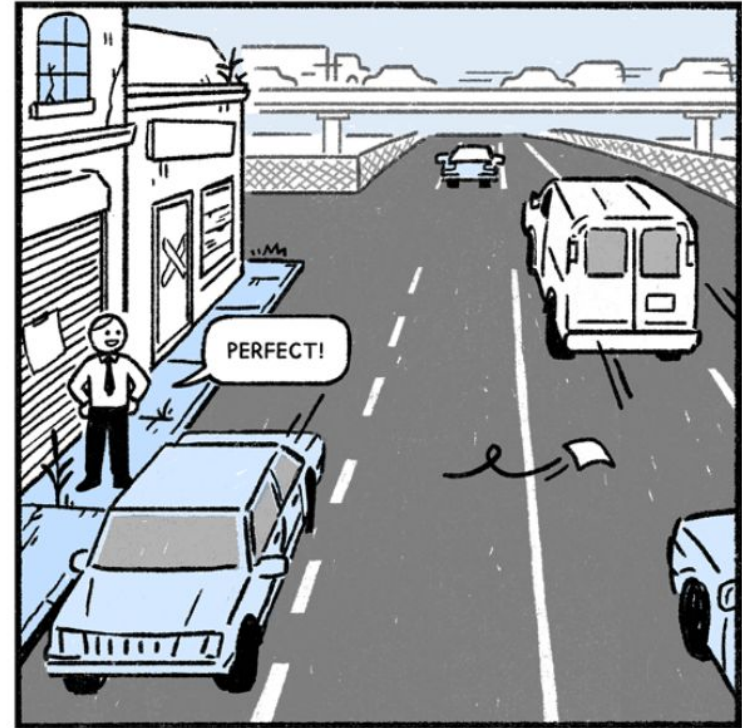
- ❑ Slower speeds
- ❑ Shorter crossing distances
- ❑ Reduced corner radii
- ❑ Wider sidewalks
- ❑ More bicycle facilities
- ❑ Pedestrian amenities



## Engineering standards for new urban street types:

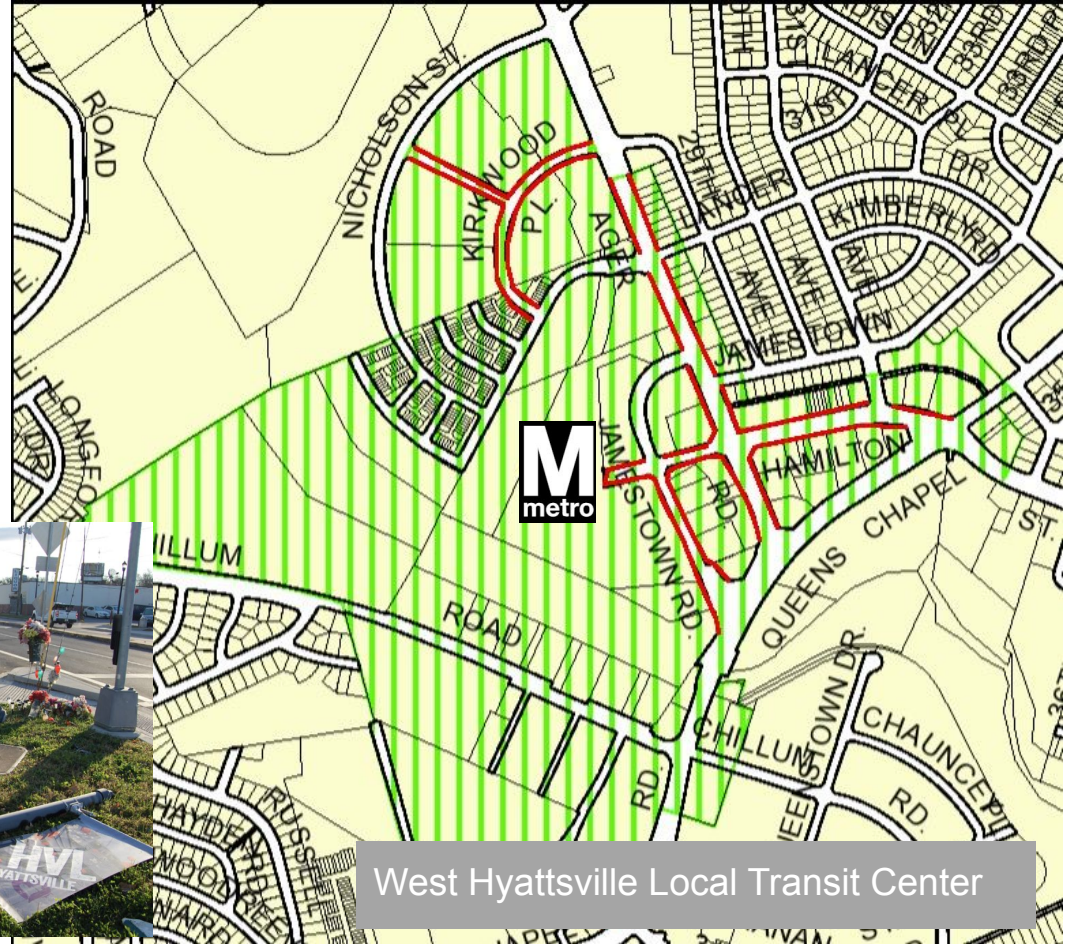
1. 25 mph design speed
2. 2-4 travel lane maximum
3. 10' travel lane widths (11' for bus routes)
4. 15' minimum corner turning radius
5. Buffered sidewalks & bike facilities

# Roads designed for speed not safety



# Walkable Urban Streets Act

- Codifies & requires implementation of urban street design standards
- Annual reporting
- 10 year plan for compliance around centers



West Hyattsville Local Transit Center

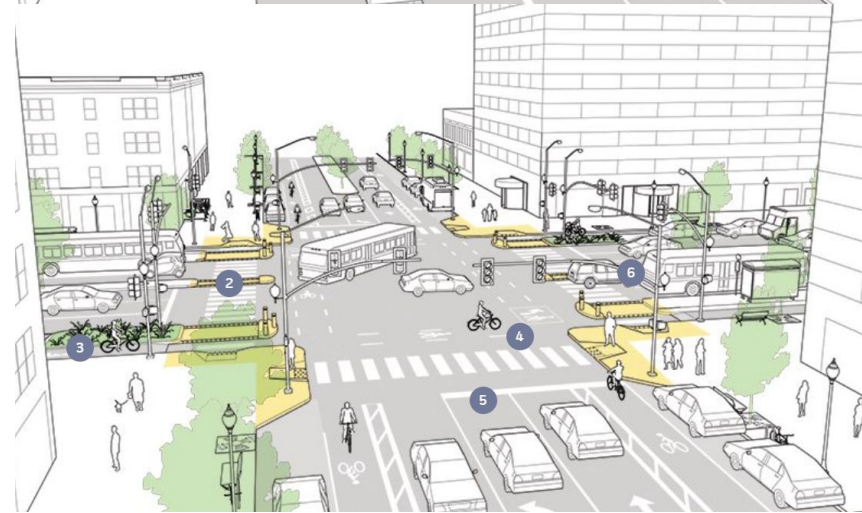
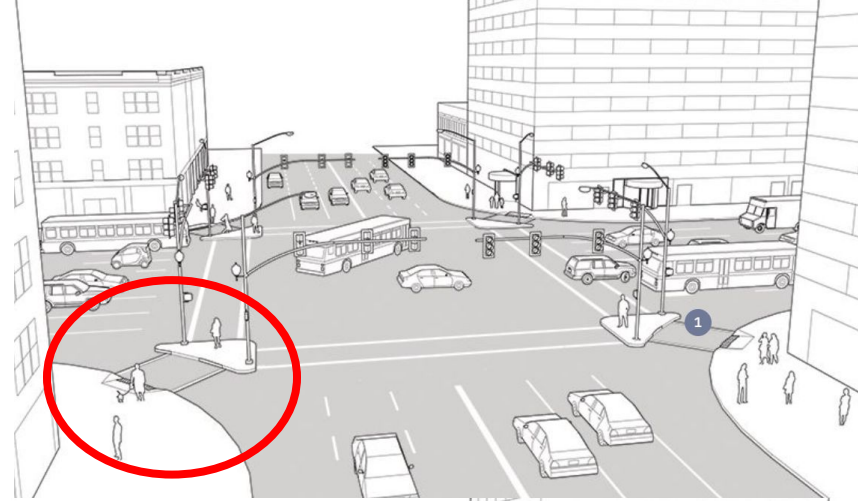
# Walkable Urban Streets Act

- Determine size of roadway -- number of travel lanes (2,3, or 4) -- based on traffic volumes for urban traffic flow standards
- Over-designed roads increase speed and crossing distance



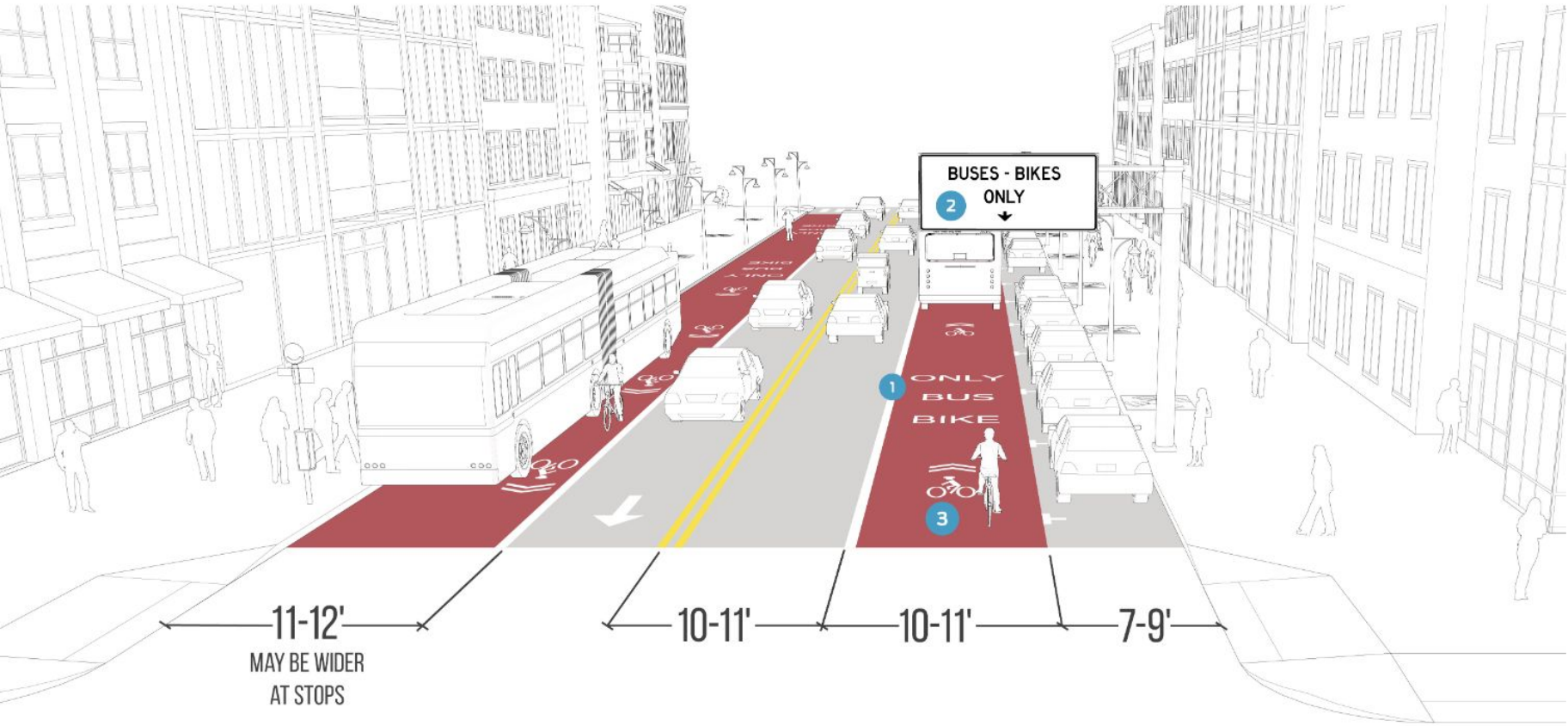
# Walkable Urban Streets Act

- Tighter corner turning radius of 15 feet to be a maximum rather than minimum
- Prohibits slip lanes (high speed right turn lanes) and multiple left turn lanes





# Walkable Urban Streets Act - bus lane option to be added



Transit Priority Mixed Use Boulevard 4-Lane cross-section to be added

Source: [NACTO](#)

# Walkable Urban Streets Act - One more important change needed

Curtail unlimited,  
unaccountable authority by  
DPW&T and Department of  
Permitting, Inspections, &  
Enforcement (DPIE) to depart  
from standards



# Learn More

Walkable Urban Streets Act

advocacy resources:

[www.smartergrowth.net](http://www.smartergrowth.net)

Smart Growth America:

Why safety and vehicle speed are incompatible goals for street design

Contact: Cheryl Cort

Coalition for Smarter Growth,  
[cheryl@smartergrowth.net](mailto:cheryl@smartergrowth.net)



## Walkable Urban Streets Act

WHAT YOU NEED TO KNOW

[Council Bill 69, and Council Resolutions 67 and 68](#)



# Appendix - Urban Street Design Standards

Summary of Existing Standards and Urban Street Standards

The following table summarizes the key design elements and street dimensions for the county's current roadway types and compares them to the [proposed] street typologies described above and corresponding urban street standards. The additional urban street type standards shall be used in Regional Transit Districts and Local Centers, they may be used in the rest of the county. Current street type standards are prohibited in Regional Transit Districts and Local Centers.

Current Street Type	Right of Way	Design Speed	Total # of Travel Lanes	Minimum Lane Widths	Median	Buffer	Minimum Turning Radius****	On Street Parking	Sidewalk	Bike Facility
Urban Arterial Road	120' (130')	50 mph	6	11'-12'	24' (26')	6' (5')	50'	none	5'	none <u>4.5'</u> bike lane)
Urban Major Collector Road	100'	40 mph	4	11'-12'	20 (16')	8' (6')	45'	none	5'	none <u>4.5'</u> bike lane)
Urban 4-Lane Collector Road	80'	40 mph	4	11'-12'	none	11' (5')	45'	none	5'	none <u>4.5'</u> bike lane)
Urban 5-Lane Collector Road	80' (90')	40 mph	5	11'	none	5'	45'	none	5'	none <u>4.5'</u> bike lane)
Urban Commercial and Industrial Road	70'	35 mph	4 (2)	11' (12')	none	6'	50'	(11')	5'	none
Urban Primary Residential Road	60' (70')	35 mph	2 (3)	11' (12')	none	7'	37'	7' (8')	5'	none <u>4.5'</u> bike lane)
Urban Secondary Residential Road	50'	30 mph	2 (1)	11' (12')	none	7'	37'	(7')	5'	none
Additional Urban Street Type*	(Minimum) Right of Way***	Design Speed**	Total # of Travel Lanes	(Minimum) Maximum Lane Widths	Median Width***	Minimum Buffer	(Minimum) Maximum Turning Radius****	On Street Parking	Minimum Sidewalk	Bike Facility
Mixed Use Boulevard (A) -2 Travel Lanes	99' (89') (83')	25 mph	2	10' (11' if bus route)	16' (6' (10')	6'	15'	8'	8'	6.5' separated bike lane
Mixed Use Boulevard (B) -2 Travel Lanes	92' (82') (76')	25 mph	2	10' (11' if bus route)	16 (6') (0')	6'	15'	8'	8'	5' bike lane
Mixed Use Boulevard (A) -4 Travel Lanes	119' (109')	25 mph	4	10' (11' if bus route)	16' (6')	6'	15'	8'	8'	6.5' separated bike lane
Mixed Use Boulevard (B) - 4 Travel Lanes	116' (106')	25 mph	4	10' (11' if bus route)	16 (6')	6'	15'	8'	8'	5' bike lane with 2' painted buffer
<u>Mixed Use Boulevard – Transit Priority – 4 Lanes*****</u>	<u>119' (109')</u>	<u>25 mph</u>	<u>2-4</u>	<u>10' (11' if bus lane)</u>	<u>16 (6)</u>	6'	15'	8'	8'	<u>6.5' separated bike lane</u>
Mixed Use Boulevard (A) – Center Turn Lane	93'	25 mph	2	10' (11' if bus route)	none	6'	15'	8'	8'	6.5' separated bike lane
Mixed Use Boulevard (B) – Center Turn Lane	86'	25 mph	2	10' (11' if bus route)	none	6'	15'	8'	8'	5' bike lane
Neighborhood Connector (A)	83' (75')	20-25 mph	2	10'	none	6'	15'	8'	8'	6.5' separated bike lane
Neighborhood Connector (B)	66' (58')	20-25 mph	2	10'	none	6'	15'	8'	8'	Option to add 5' bike lane
Neighborhood Residential	60' (53')	20 mph	2	10'	none	6'	15'	7'	6'	Option to add 5' bike lane
Industrial Street	48' (57')	20 mph	2	11'	none	6'	15'	(9')	6'	none
Shared Street	50'	10 mph	2	10'	none	6'	15'	none	8'	none
Alley	20'	10 mph	1	10'	none	none	15'	none	none	none

\* Streets in Regional Transit Districts and Local Centers

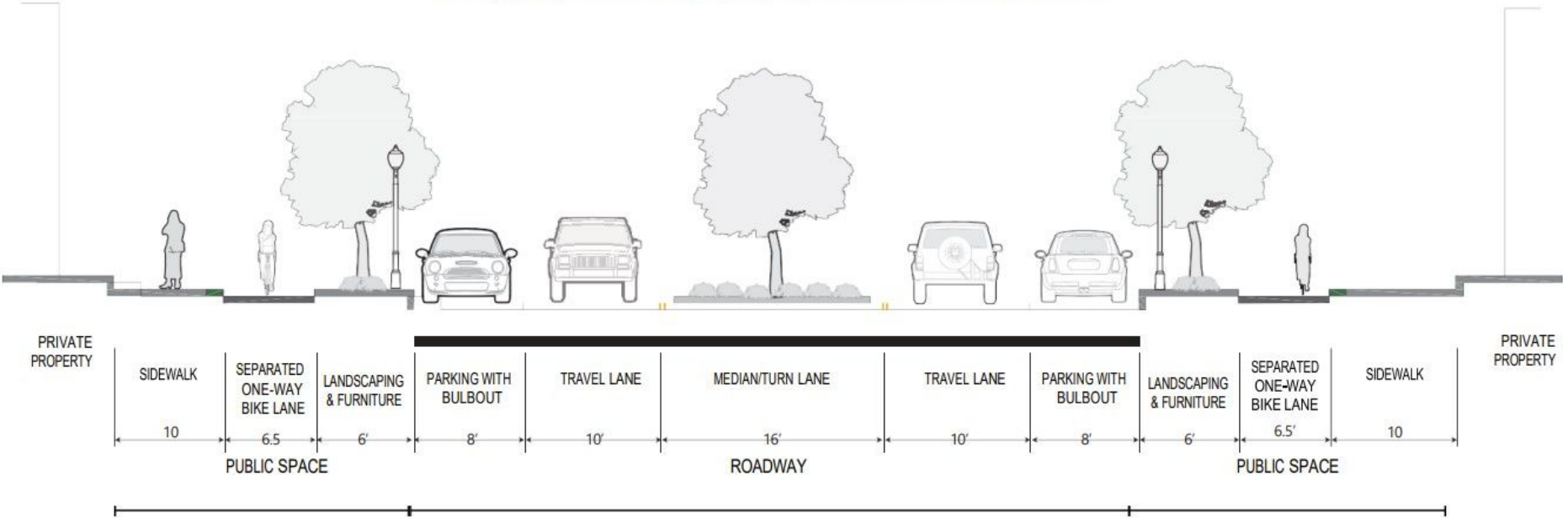
\*\* For additional horizontal and vertical design constraints related to these design speeds, refer to AASHTO: A Policy on Geometric Design of Highways and Streets

\*\*\* Figures in parenthesis indicate alternative configurations related to reduction in median width or optional on-street parking shown in the standard details.

\*\*\*\* Slip lanes and multiple left turn lanes prohibited. \*\*\*\*\* Transit Priority cross-section to be determined by DPW&T, and NACTO sources

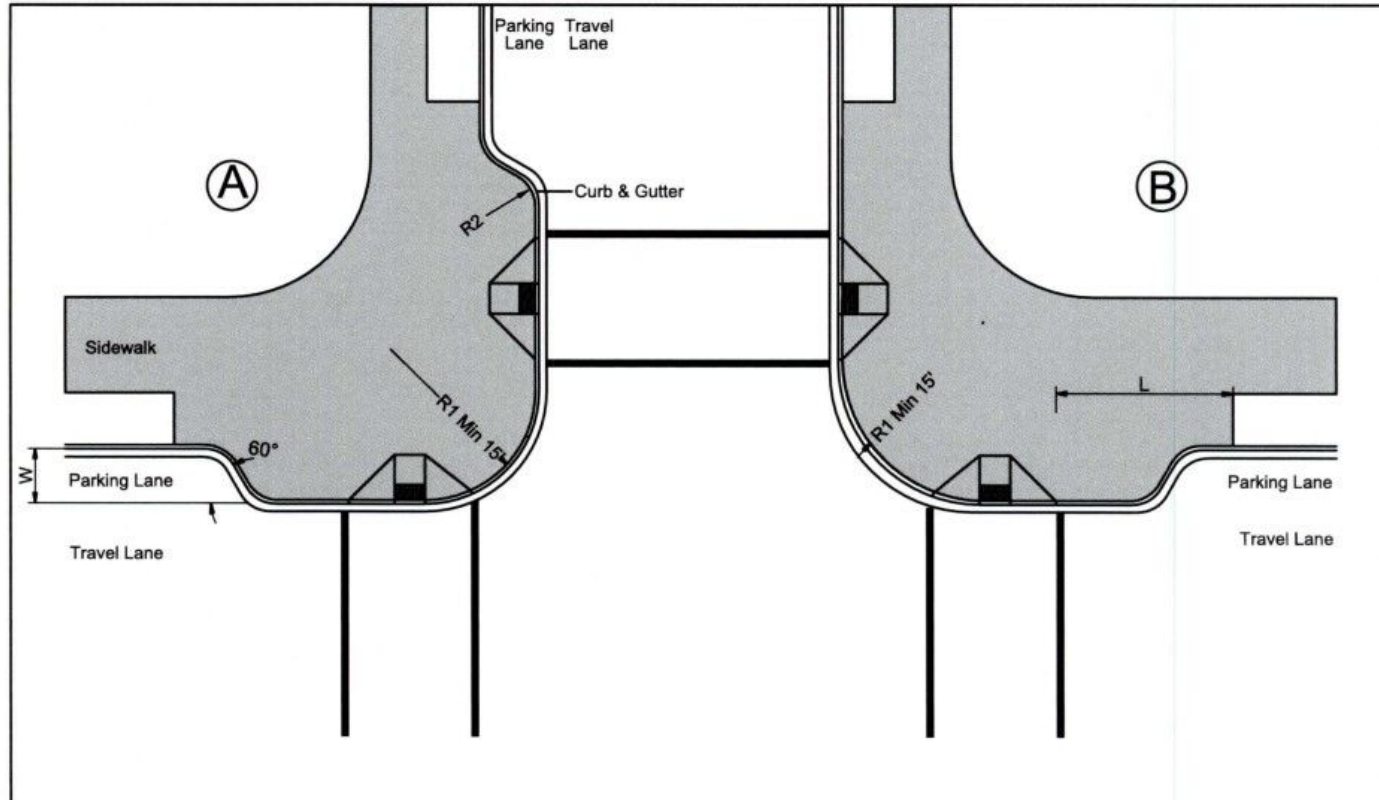
# Cross section with buffered, protected bike lane

Example Mixed-Use Boulevard Cross Section: Two Travel Lanes



Source: 2017 Urban Street Design Standards, Prince George's Department of Public Works and Transportation (DPW&T)

# Curb extension with parking lane



# Walkable Urban Streets Act

10' travel lane widths

11' for bus routes

- Convert to maximum from minimum



[Source: NACTO](#)

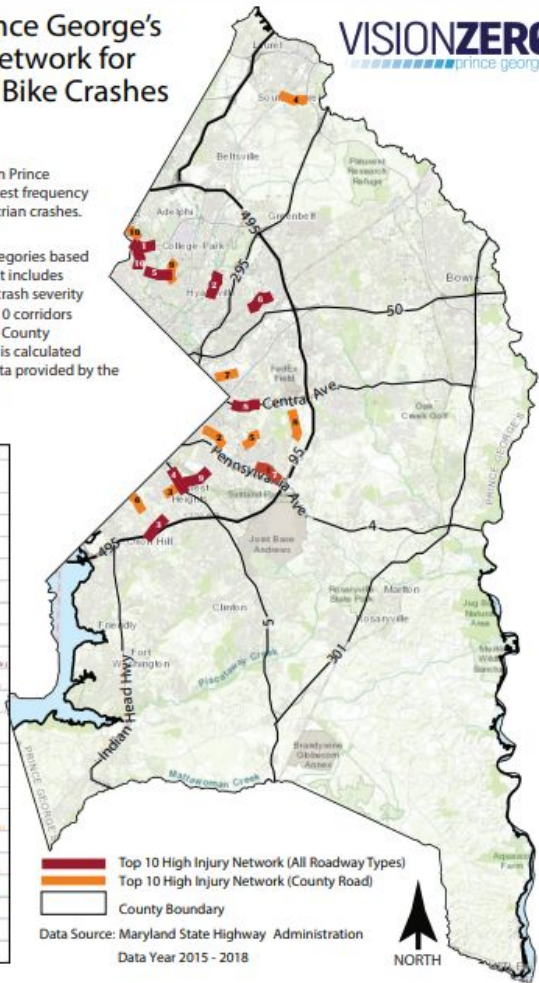


# Vision Zero Prince George's High Injury Network for Pedestrian and Bike Crashes



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

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



RANK	SEVERITY	ROADWAY
<b>Top 10 High Injury Network</b>		
<b>All Roadway Types</b>		
1	120	University Blvd.
2	83	Kentworth Ave.
3	70	St Barnabas Rd.
4	70	Branch Ave.
5	62	East West Hwy
6	60	Annapolis Rd.
7	60	Marlboro Pike
8	55	Central Ave.
9	53	Silver Hill Rd.
10	52	Riggs Rd.
<b>Top 10 High Injury Network</b>		
<b>County Road</b>		
1	60	Marlboro Pike
2	33	Marlboro Pike
3	26	Wentworth St.
4	25	Centex Rd.
5	34	Walker Mill Rd.
6	22	Wheeler Rd.
7	22	Sheriff Rd.
8	22	Ritchie Rd.
9	21	Belcrest Rd.
10	18	Merrimac Dr.

- Top 10 High Injury Network (All Roadway Types)
- Top 10 High Injury Network (County Road)
- County Boundary

Data Source: Maryland State Highway Administration  
Data Year 2015 - 2018



## Tool: Transportation Performance Measures

Vehicle Level of Service  
(LOS) – A, B, C, D, E  
report card

Pedestrian Level of Service  
(LOS)

New measures of success:  
safety, mode share,  
economic goals



Highway capacity manual rates the top photos "A" LOS for pedestrians and the bottom photo "F"