PEDESTRIAN SAFETY in Maryland

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November 13, 2018
OVERVIEW

The Last 2 Years
What Does the Data Tell Us?
What are We Doing?
Where to Start?
Moving Forward - Partnership
THE LAST 2 YEARS
A NEW MDOT - SHA

INNOVATION

MODERNIZATION

COMMUNICATION

CUSTOMER EXPERIENCE
PEDESTRIAN SAFETY
Updated Approaches

► NOT A ONE SIZE FITS ALL APPROACH

► BOLD, NEW STRATEGIES

► PRIORITIZING PEDESTRIAN SAFETY - CONTEXT DRIVEN

- HAWK Pedestrian Signal
- Reducing Lane Widths
- Reducing Speed Limits
- Revamped Pedestrian Roadway Safety Audit Program (PRSA)
- RRFB – Rectangular Rapid Flashing Beacons
- Developing Urban Standards
WHAT IS THE DATA TELLING US?
• Nationally pedestrian fatalities increased by 492 (a 9.0-percent increase) between 2015 and 2016, and are at their highest number since 1990.

• Nationwide 15 pedestrians are killed and 185 are injured in crashes every day*.

Source: FARS 2007 Final File, 2016 ARF
2018 PEDESTRIAN CRASHES - Statewide

62 KILLED

272 SEVERELY INJURED
Statewide Pedestrian Crashes
Data for 2013 - 2017

Pedestrian Crashes
Statewide & Montgomery County
Maryland Fatal Pedestrian Crashes 2006-2017
30 percent of all crashes happen at intersections.

35 percent of all crashes happen between the hours of 3 pm and 7 pm.

Speed is a major factor in crash survivability for pedestrians.

- At speeds higher than 40 mph there is 77 percent likelihood of fatality or severe injury.
WHAT ARE WE DOING?
DATA DRIVEN APPROACH

DATA - ROOT CAUSE
where, how, when and why crashes are occurring.

CONTEXT - DEMOGRAPHIC & LAND USE DATA
who and where are our roadway users.

INFRASTRUCTURE
the state of our roadway, bus stops, lighting.

TARGET
Targeted and comprehensive pedestrian safety solutions
NEW URBAN STANDARD DESIGN
Beyond Functional Classifications – Land Use & User Driven

Rural

Town Center

Suburban

Urban

Urban Core
NEW TOOLS FOR DESIGNERS:

PCAT – Pedestrian Crash Analysis Tool

PRSA Dashboard – MD 97 in Aspen Hill
TAKING EVERY OPPORTUNITY
Implementation Strategies

► Short Term
Lane Use, Width, Traffic Control, Striping, Lower Speed Limits in CBDs

► Mid Term
Minor Geometric Fixes

► Long Term
Major Projects, Realignment
WHERE TO START?
Short Term Projects
- Remark & Upgrade All Crosswalks in Central Business District (CBD)
- Ped Recall at All Signals in CBD
- Curb Markers

Mid Term Projects
- Median Fence between Reedie Drive and Price Avenue
- Lead Pedestrian Interval at Reedie Drive

Long Term Options
- Ped Signal Study at Price Avenue
- Increase Intersection Lighting
- Pedestrian Access Improvement Study near the intersection of MD 586 and Prichard Road
- Evaluate Bus Stop Locations with MCDOT

Redesign for Pedestrian Focus
**Short Term Projects**
- Remark & Upgrade All Crosswalks and Stop-Bars
- Review and Adjust Ped Timing
- New Signal at MD 97 and Heathfield w/ APS/CPS and crosswalks – Installed by December 2018.

**Mid Term Projects**
- New Signal at MD 97 at May Street/ Rippling Brook w/ APS/CPS and crosswalks – Installed by Summer 2019.

**Long Term Options**
- Lane Width Reduction
- New Intersection Lighting As Needed
- Redesign for Pedestrian Focus
MOVING FORWARD - PARTNERSHIP
PARTNERSHIP
Education & Enforcement

- EDUCATION CAMPAIGN
- ENFORCEMENT
- DESIGNING FOR PEDESTRIANS
CORRIDOR APPROACH

► Revamped pedestrian safety audit - identify corridors (approximately 1 mile).
► Selected corridor considers:
  ▪ Land use characteristics and pedestrian generators
  ▪ Severity of crashes, fatalities, crash patterns, frequency of severe crashes, ratio of severe crashes to overall crashes, district priority list
► Re-evaluated all PRSA corridors.
► Streamlined PRSA process.
► Focused process on implementation.
Thank you.

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