



FINAL REPORT

December 2024

PRINCE GEORGE'S | COUNTY
COUNCIL

SCHOOL PEDESTRIAN SAFETY WORKGROUP



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SCHOOL PEDESTRIAN SAFETY WORKGROUP

Letter from the Chair of the Workgroup



December 13, 2024

The Honorable Jolene Ivey, Chair
Prince George's County Council
1301 McCormick Drive
Largo, MD 20774

Dear Chair Ivey,

On behalf of the Prince George's County School Pedestrian Safety Workgroup, please find this Final Report and Recommendations for the County Council.

The Workgroup was established under [CR-009-2024](#) in response to the tragic deaths of students Sky Sosa and Shalom Mbah as they were walking to their elementary school. The Workgroup was tasked with studying and identifying contributing factors to the increased number of student pedestrian accidents in the County, including speed limits, distracted driving, and distracted walking, and to improve student pedestrian safety within the County. The anticipated outcomes included formulating and suggesting solutions to improve student pedestrian safety in the County that may include programs, public education, pedestrian and traffic safety enhancements, and/or legislation.

The Workgroup membership is composed of representatives from the County Council; two (2) parents who have a child attending a County public school; two (2) Board of Education members; one (1) current Prince George's County police officer; one (1) municipal elected official; one (1) municipal mayor; one (1) designee from the Superintendent of Prince George's County Public Schools; two (2) engineers from the Office of Engineering and Project Management; and two (2) student members actively enrolled in a County public high school and nominated by the Washington Area Bicyclist Association. The membership offered a holistic representation of the different stakeholders seeking to improve pedestrian safety.

We appreciate and thank the County Council for their role in establishing the Workgroup. Given the importance and immediacy of the topic, the first meeting was held on July 10, 2024, with subsequent monthly meetings. The last meeting of the Workgroup was held on December 12, 2024, and the Final Report was provided to the Council on December 13, 2024. Additionally, a Safety Criteria and Metrics for Road Improvement sub-group also met three (3) times during these months and provided a list of recommendations for consideration by the entire membership.

Now, we respectfully submit the Final Report and Recommendations to the Prince George's County Council.

Sincerely,

Wanika B. Fisher
Chair

SCHOOL PEDESTRIAN SAFETY WORKGROUP

[Introduction by CM Wanika Fisher](#)



“The School Pedestrian Safety Workgroup was formed to respond to the growing needs of our community in the areas of walkability and pedestrian safety around public schools. Prince George’s County has faced the heartbreaking loss of students and community members’ lives in pedestrian fatalities. This workgroup will provide our County with a strategic plan around schools to address the issues of safety, crossing guards, infrastructure and more to improve the lives of our students and school communities for Prince George’s County.”

- Prince George's County Council Member Wanika B. Fisher, Esq.

SCHOOL PEDESTRIAN SAFETY WORKGROUP

Workgroup Membership



Wanika B. Fisher, Esq.
Council Member, District 2
Prince George's County Council

Eric C. Olson
Council Member, District 3
Prince George's County Council

Timothy Meyer
PTO President
Parent Representative

Emily Shea
Parent Representative

Pamela Boozer-Strother, MBA, CAE
Board of Education Member, District 3
Prince George's County Board of Education

Kenneth D. Harris, II, Eng. D.
Board of Education Member, District 7
Prince George's County Board of Education

Levi Carson
Assistant Deputy Chief
Prince George's Police Department

Marcus Monroe
Council Member
Town of Brentwood

Troy Lilly
Mayor
Town of Forest Heights

Charoscar Coleman, Ed. D.
Chief Operating Officer
Prince George's County Public Schools

Michael D. Johnson, P.E.
Director
Prince George's County Department of Public
Works and Transportation

Kate Mazzara, P.E.
Associate Director, Office of Engineering and
Project Management
Prince George's County Department of Public
Works and Transportation

Erv Beckert, P.E.
Chief, Highway and Bridge Design Division
Prince George's County Department of Public
Works and Transportation

Olaoluwa Adeleke-Wales
Student Representative
Prince George's County Public Schools

Leo Davidson
Student Representative
Prince George's County Public Schools

SCHOOL PEDESTRIAN SAFETY WORKGROUP

Acknowledgments



The Workgroup would like to extend their appreciation and acknowledgment to the following participants for providing their support and expertise to the Workgroup deliberations:

Tony Harris, Action Team Coordinator, Strong Towns

Edward Erfurt, Director of Community Action, Strong Towns

Cheryl Cort, Policy Director, Coalition for Smarter Growth

Dan Behrend, Education Program Specialist, U.S. Department of Education

Joanne Waszczak, U.S. Department of Education

Joseph Hamd, Program Manager, Washington Area Bicyclist Association

Rhonda Dallas, CEO and Chief Curator, Prince George's County Arts and Humanities Council

Arian Albear, Director, EWD Committee, Prince George's County Council

Lenne' White, Council Appointments Liaison, Prince George's County Council

Melody Arrington, Administrative Aide, EWD Committee, Prince George's County Council

David Noto, Legislative Budget and Policy Analyst, Prince George's County Council

Staff of the Office of the Clerk of the Council, Prince George's County Council

Staff of the Office of Communications, Prince George's County Council

Staff of the Prince George's County Police Department

The public and additional staff who provided their support, suggestions, and service.

SCHOOL PEDESTRIAN SAFETY WORKGROUP

Enabling Legislation



Section 506 of the Charter for Prince George’s County provides that “[T]he Council or the County Executive may appoint, for designated periods, one or more temporary advisory boards of citizens of the County who shall assist in the consideration of County policies and programs.”¹

The School Pedestrian Safety Workgroup was established under [Council Resolution 009-2024](#),² adopted on April 9, 2024. The Workgroup was tasked with studying and identifying contributing factors to the increased number of student pedestrian accidents in the County, including speed limits, distracted driving, and distracted walking, and to improve student pedestrian safety within the County. The Workgroup’s legislated aim includes formulating and suggesting solutions to improve student pedestrian safety in the County that may include programs, public education, pedestrian and traffic safety enhancements, and/or legislation.

The Workgroup membership was composed of one (1) representative from the County Council; two (2) parents who have a child attending a County public school; two (2) Board of Education members; one (1) current Prince George’s County police officer; one (1) municipal elected official; one (1) municipal mayor; one (1) designee from the Superintendent of Prince George’s County Public Schools; two (2) engineers from the Office of Engineering and Project Management; and two (2) student members actively enrolled in a public high school and nominated by the Washington Area Bicyclist Association. The membership offered a holistic representation of the different stakeholders seeking to improve pedestrian safety.

CR-009-2024 tasked the Workgroup with meeting monthly for a period of two (2) months after membership selection, and a Final Report is to be provided within fifteen (15) days of the final meeting. Subsequent to the Resolution, [CR-078-2024](#),³ adopted September 10, 2024, extended the deadline for the final report and recommendations to December 13, 2024.

¹ Charter for Prince George’s County, [Section 506](#).

² Full text of the Resolution can be found in Appendix A below.

³ Full text of the Resolution can be found in Appendix B below.

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Background Information



The background information below was partly taken from the Policy Analysis and Fiscal Impact Statement written by David Noto, Legislative Budget and Policy Analyst for [CR-009-2024](#).⁴

The Children's Safety Network calculates an average of sixty-seven thousand one hundred and twenty-four (67,124) child pedestrian injuries each year between 2005-2010 nationwide.⁵ Prince George's County, in particular, had the highest number of crashes reporting in fatalities in the Baltimore-Washington metropolitan areas.⁶

In 2019, the County established a Vision Zero Program, which seeks to achieve a reduction in the number of fatal and serious injury crashes to zero by 2040.⁷ The Vision Zero concept was developed in Sweden in the late 1990s and is now present internationally. Several U.S. cities, including Chicago, New York City, Los Angeles, Fort Lauderdale, and Boston, have established such programs.⁸ Regionally, the District of Columbia, the City of Alexandria, Montgomery County, and the State of Maryland have their own Vision Zero program.⁹ Vision Zero relies on data-driven approaches to improve road engineering, conduct targeted education and enforcement, and change laws to improve driver behavior and increase penalties for dangerous conduct on the roads. The Program utilizes a comprehensive, multidisciplinary, collaborative, and data-driven approach to ending pedestrian, bicyclist, and motorist fatalities and serious injuries.¹⁰ According to a presentation given by Vision Zero to the Prince George's County Council in 2019, between 2014 and 2018, there were over 15,000 car crashes per year in the County, with 470 people killed.¹¹

An impetus for the establishment of this workgroup was the tragic deaths of Sky Sosa and Shalom Mbah, two children on their way to school at Riverdale Elementary School on Riverdale Road in November of 2023 when they were struck by a van while crossing the street at a crosswalk.¹² In the aftermath of this tragedy, the Prince George's County Police Department (PGPD) pledged to hire more crossing guards, although they have acknowledged that they have had difficulty in hiring enough crossing guards to provide support for children walking to school throughout the County. According to PGPD, there are at least 108 locations countywide that need crossing guards.¹³

⁴ CR-009-2024, [Policy Analysis and Fiscal Impact Statement](#).

⁵ Children's Safety Network, [Walking Safe: Child Pedestrian Safety](#).

⁶ Zero Deaths Maryland, [Pedestrian Crash Statistics \(2022\)](#).

⁷ [CR-059-2019](#).

⁸ [Vision Zero Prince George's](#).

⁹ [Vision Zero Briefing](#) to the Prince George's County Council.

¹⁰ *Ibid.*

¹¹ *Ibid.*

¹² Fox5 Washington DC. "[Identities of Riverdale Elementary students killed in crosswalk crash released](#)." November 21, 2023.

¹³ *Ibid.*

SCHOOL PEDESTRIAN SAFETY WORKGROUP



Workgroup Meetings and Agendas

The School Pedestrian Safety Workgroup met the following dates:

- July 10, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)
- August 13, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)
- October 21, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)
- November 18, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)
- December 12, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)

Additionally, the Safety Criteria and Metrics for Road Improvement sub-group met the following dates:

- July 25, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)
- August 8, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)
- August 22, 2024
 - [Agenda](#)
 - [Minutes](#)
 - [Video Recording](#)

SCHOOL PEDESTRIAN SAFETY WORKGROUP

Final Recommendations



I. Ensure Pedestrian Safety Infrastructure at the Time of School Construction

a. Level of Government

State of Maryland, Interagency Commission on School Construction, State Highway Administration, Prince George's County, Prince George's County Public Schools.

b. Timeframe

Medium- to long-term.

c. Description/Justification

For future school construction, the Workgroup recommends that pedestrian safety infrastructure around the school be planned in conjunction with the school building. This would eliminate the need to retrofit and improve this infrastructure in the future. PGCPs can be included as part of the mandatory referral process for new constructions in the County. PGCPs should be an active participant in the planning phase of development projects to include pedestrian safety requirements that result from the planning phase. Developers would not be able to receive building permits until they meet the conditions of the mandatory referral process.

II. Initiate an Overall Evaluation of Accessibility Around PGCPs Schools

a. Level of Government

Prince George's County, Prince George's County Public Schools, Municipalities.

b. Timeframe

Long-term.

c. Description/Justification

An objective assessment of accessibility and prioritization process around PGCPs schools will help with equitable and long-term planning for future pedestrian safety infrastructure. This would identify where concerns lie and set up a process to address them. It is also recommended that government have a strategic plan to address any concerns identified.

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III. Establish a Unified “Walk Audit” Template for Prince George’s County

a. Level of Government

Prince George’s County, Prince George’s County Public Schools.

b. Timeframe

Short- to medium-term.

c. Description/Justification

Establishing a unified "walk audit" so all Prince George's County agencies can standardize the data and help the Department of Public Works and Transportation in establishing safety benchmarks and zones for future pedestrian safety improvements. The walk audit would help gather data before implementing any solutions.

IV. Set Up Proactive Agency Coordination Meetings

a. Level of Government

State of Maryland, Prince George’s County, Prince George’s County Public Schools.

b. Timeframe

Short-term.

c. Description/Justification

Proactive meetings between Prince George’s County Public Schools and State and County agencies may identify potential problems before they occur and allow time to work toward solutions. These meetings can include PGCPS, PGPD, DPW&T, State Highway Administration, and any other relevant agency.

V. Establish Safe Passage Coordinators

a. Level of Government

Prince George’s County Public Schools.

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b. Timeframe

Short-term.

c. Description/Justification

Safe Passage Coordinators are individuals who work and have in-depth knowledge of a school and surrounding areas. Coordinators would identify areas for improvement and relate their information to PGCPs and County staff.

VI. Create a Pedestrian Safety Risk Measure of Schools

a. Level of Government

Prince George's County (Department of Permitting, Inspections and Enforcement, Department of Public Works and Transportation), Municipalities, Prince George's County Public Schools.

b. Timeframe

Medium to long-term.

c. Description/Justification

Creating objective criteria to assess pedestrian safety risk for all schools would establish a data-based approach to equitable prioritization of which schools receive safety upgrades first. The criteria should inform the traffic calming or mitigation features that the road is required to possess.

VII. PGCPs Set Internal Goals and Timelines to Complete Walk Audits in Their Schools

a. Level of Government

Prince George's County Office of Community Relations, Prince George's County Public Schools.

b. Timeframe

Short-term.

c. Description/Justification

PGCPs administration can establish internal goals and timelines for completing walk audits in all schools. This can be done in conjunction with Safe Passage Coordinators

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and other available staff, with input from PTOs, PTAs, and civic
Students participating in walk audits could earn service-learning hours.

VIII. Board of Education Members Engage and Educate the School Community on Pedestrian Safety Work

a. Level of Government

Prince George's County Board of Education, Prince George's County Public Schools.

b. Timeframe

Short-term, ongoing.

c. Description/Justification

As part of parent and community engagement, Board of Education members can proactively educate the school community about pedestrian safety work and grassroots activism to improve infrastructure around schools. Board members would first work with PGCPs and DPW&T to create pedestrian safety education materials.

IX. Lower Speed Limits Around Schools

a. Level of Government

State of Maryland, Prince George's County, Municipalities.

b. Timeframe

Medium to long-term.

c. Description/Justification

All levels of government and civil society can come together to advocate for school safety and lower speed limits in school zones. This work would require State authorization, County and municipal coordination, and community activism.

X. Improve Educational Campaign Around School Pedestrian Safety

a. Level of Government

State of Maryland, Prince George's County, Prince George's County Office of Community Relations, Prince George's County Public Schools.

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b. Timeframe

Short-term, ongoing.

c. Description/Justification

All levels of government and civil society can come together to improve education around school pedestrian safety. This can be expanded to become a County-wide education campaign in partnership with the County's Office of Community Relations.

XI. Organize “Walking School Buses” to Reduce the Number of Families Driving Their Children to School

a. Level of Government

Prince George's County Department of the Environment, Municipalities.

b. Timeframe

Short-term.

c. Description/Justification

Walking school buses create visibility around pedestrian safety and engage the community around issues facing students and families walking to and from school. These groups also reduce the overall number of families driving their children to school and the risk of car-pedestrian accidents as a result.

These initiatives can include State and County officials, civic organizations, and other interested parties. PGCPs may consider a stipend for parents who lead or organize the walking school buses.

XII. Establish Traffic Calming Infrastructure and/or Temporary Street Restrictions Around Schools During Drop-Off and Pick-Up Times

a. Level of Government

State of Maryland, Prince George's County, Prince George's County Police Department, Municipalities, Prince George's County Public Schools.

b. Timeframe

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Short- to medium-term.

c. Description/Justification

Closing off, or restricting traffic on streets around schools would reduce car traffic and thus reduce the possibility of accidents caused by parents dropping off or picking up their students. A nearby designated parking lot can be used as a drop-off location, and students and families can walk from there to the school.

Individual schools could develop a temporary “road diet” or traffic calming infrastructure (temporary modal filters, planter boxes, artwork) for schools to set up each morning that would be in place during the school day to slow traffic.

The Prince George’s County Arts and Humanities Council and other civic organizations could be engaged to create movable or temporary traffic-calming infrastructure.

XIII. Actively Encourage School Principals to Innovate Ways to Reduce the Number of Drivers to Schools

a. Level of Government

Prince George’s County Public Schools.

b. Timeframe

Short- to medium-term, ongoing.

c. Description/Justification

School principals and school communities can innovate ways to reduce car traffic around schools during drop-off and pick-up times. Principals can share ideas during monthly principal meetings.

XIV. Launch Annual PGCPS Youth Transportation Safety Summit in April 2025

a. Level of Government

Prince George’s County Board of Education, Prince George’s County Public Schools.

b. Timeframe

Short- to medium-term, ongoing.

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c. Description/Justification

The Event's goal is to educate Prince George's County high school students (14- 18) on the critical need for achieving Vision Zero in the County and empower students to become Vision Zero advocates in their own schools and home communities. In 2024, PGCPs student leaders piloted a convening of peers. To prepare for the event, WABA's four youth leaders developed a toolkit of resources related to vulnerable road user safety [here](#).

Following the keynote speakers, WABA's four youth leaders facilitated a training session for the youth audience on transportation safety and advocacy, sharing the toolkit linked in the paragraph above. Concurrently, community partners hosted a 'transportation safety fair,' tabling and educating students on vulnerable road user safety, and heard feedback from students on their lived experiences in terms of multimodal transportation in Prince George's County.

The Annual Summit can be hosted by PGCPs in the model of other systemwide summit events.

XV. For School Crossing Guard Coverage, Establish Subcontracting of Municipal Police Departments by the Prince George's County Police Department

a. Level of Government

Prince George's County Police Department and Municipal Police Departments

b. Timeframe

Ongoing.

c. Description/Justification

The Prince George's County Police Department does not currently utilize the school crossing guard budget to subcontract to local municipal police departments. This has meant that budget dollars have gone unspent for years due to the division's understaffing. Many PGCPs schools that require crossing guards are located in municipalities with their own police departments. These departments have the flexibility to hire local residents who are connected to the community of students and parents and know traffic flow the best. Training could be accomplished via a Memorandum of Understanding.

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XVI. Establish Walk, Bike & Roll to School Days and Ruby Bridges Walk to School Day (November 14th) as Official County & PGCPS Events

a. Level of Government

Prince George's County, Prince George's County Public Schools, Prince George's County Memorial Library System.

b. Timeframe

Ongoing.

c. Description/Justification

Establishing safe walking routes between home and school can be accelerated through preparations for annual "Walk Days." The County-designated days will raise the profile of the shared priority for safe passages for students. The County Executive, County Councilmembers, Board of Education Members, and Municipal Elected Leaders will generate participation and directly engage with families. Partnerships can be achieved by reaching out to African American, African, and religious communities.

Establish Walk, Ride & Roll to School Days as official County and PGCPS days.
<https://www.walkbiketoschool.org/>.

Establish Ruby Bridges Walk to School Day as an official County and PGCPS day.
<https://rubybridges.foundation/walk-to-school-day/>.

XVII. Collaborate with Prince George's County Arts & Humanities Council to Create Walking Safety Signs and Artwork for Street Crosswalks

a. Level of Government

Prince George's County, DPW&T, Prince George's County Public Schools, Prince George's County Arts & Humanities Council.

b. Timeframe

Ongoing.

c. Description/Justification

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The Prince George's County Arts & Humanities Council could expand on its current work with individual schools by partnering with local elementary art classes to create pedestrian safety signs and crosswalk art.

XVIII. Create Bilingual (English-Spanish) Pedestrian Safety Education in the Most Dangerous Areas in the County for Pedestrians

a. Level of Government

Prince George's County, Office of Community Relations, Office of Multicultural Affairs, Prince George's County Public Schools.

b. Timeframe

Ongoing.

c. Description/Justification

Bilingual pedestrian safety education in the most dangerous areas of the County for pedestrians would ensure that the more vulnerable members of the community receive adequate education on pedestrian safety.

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Useful Resources

- AARP, [Bike Audit Tool Kit](#).
- AARP, [Walk Audit Tool Kit](#).
- City of Hyattsville, [Multimodal Toolkit, Part 1](#).
- City of Hyattsville, [Multimodal Toolkit, Part 2](#).
- City of Hyattsville, [Multimodal Toolkit, Part 3](#).
- [Coalition for Smarter Growth](#).
- Maryland Department of Transportation, [Complete Streets Initiative](#).
- Maryland Department of Transportation, [Safe Routes to School Grant Program](#).
- Maryland Department of Transportation, [Statewide Bicycle and Pedestrian Master Plan](#).
- National Association of City Transportation Officials, [Urban Street Design Guide](#).
- [National Center for Safe Routes to School](#).
- [National Walk, Bike, and Roll to School Day](#) – October 9, 2024.
- The Neighborhood Design Center, [Walk Audit Tool](#).
- Prince George's County Department of Public Works and Transportation, [Urban Design Standards 2024](#).
- [Safe Routes Partnership](#).
- Smart Growth America, [What Are Complete Streets?](#)
- Streets MN, [The Critical Ten](#).
- Strong Towns, Case Study – [Ager Road: Where Complete Streets Fell Short](#).
- Strong Towns: [An Introduction](#).
- Tactical Urbanist's [Guide to Materials and Design](#).
- US Department of Transportation, [Bikeway Selection Guide](#).
- US Department of Transportation, [Fact Sheet: Bolstering Daily School Attendance Through Transportation](#).
- US Department of Transportation, [Road Diet Tech Sheet](#).
- US Department of Transportation, [Safe Streets and Roads for All \(SSFA\) Grant Program](#).
- Washington Metropolitan Council of Governments, [Be Street Smart, Spring 2024 Public Education Campaign](#).

SCHOOL PEDESTRIAN SAFETY WORKGROUP



Conclusion

Legislation creating the School Pedestrian Safety Workgroup was adopted on April 9, 2024. After member selection, the Workgroup met for the first time on July 10, 2024, and four (4) more times thereafter. Additionally, the Safety Criteria and Metrics for Road Improvement sub-group also met three (3) times between the full Workgroup meeting.

The Workgroup felt an urgency to improve pedestrian safety around school zones and work with County and community partners to implement sustainable and lasting solutions to improve safety around the County's roadways. As such, the Workgroup, with input from the community, public agencies, and non-profit organizations finalized eighteen (18) final recommendations to bring before the County Council of Prince George's County.

This Final Report and Recommendations includes a letter from the Chair of the Workgroup to the County Council; an introduction from Council Member Wanika Fisher; Workgroup membership; acknowledgments; discussion on the enabling legislation; background information, a summary of the meetings, including agendas, minutes, and links to video recordings; the list of eighteen final recommendations; and links useful resources.

The Workgroup wishes to thank all stakeholders who provided their knowledge and expertise for their hard work and ingenuity in offering these recommendations to improve pedestrian safety around schools. The Council is confident that these solutions will have a positive impact on the well-being of children attending Prince George's County Public Schools and will significantly enrich the quality of life for all County residents. The Workgroup looks forward to continuing to work with relevant agencies and organizations on the implementation of these final recommendations.

SCHOOL PEDESTRIAN SAFETY WORKGROUP



Appendix A – CR-009-2024

DR-3

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2024 Legislative Session

Resolution No. CR-009-2024
Proposed by Council Members Fisher, Olson and Watson
Introduced by Council Members Fisher, Olson, Watson, Ivey, Oriadha, Dernoga,
Blegay and Burroughs
Co-Sponsors _____
Date of Introduction February 27, 2024

RESOLUTION

1 A RESOLUTION concerning
2 School Pedestrian Safety Workgroup
3 For the purpose of establishing a Workgroup to study improving school pedestrian safety;
4 providing for the purpose of the Workgroup; providing for the composition of the Workgroup;
5 proving for the staff and technical support for the Workgroup; providing for the issuance of a
6 certain report; and generally regarding the School Pedestrian Safety Workgroup.
7 WHEREAS, there have been recent tragic traffic accidents involving young children
8 struck by automobiles while walking to school; and
9 WHEREAS, these traffic accidents have resulted in the death of at least two (2) elementary
10 school aged children; and
11 WHEREAS, parents and members of the community have expressed their concern for
12 child pedestrian safety; and
13 WHEREAS, all children are pedestrians at some point and there is an average of sixty-
14 seven thousand one hundred twenty-four (67,124) child pedestrian injuries each year
15 nationwide; and
16 WHEREAS, the safety of the County's children is at the forefront of the Council's
17 responsibility, obligation, and commitment; and
18 WHEREAS, Section 506 of the Charter for Prince George's County provides that the
19 County Council or the County Executive may appoint, for designated periods, one or more
20 temporary advisory boards of citizens of the County who shall assist in the consideration of
21 County policies and programs.

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CR-009-2024 (DR-3)

1 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
2 County, Maryland, that there is hereby established a School Pedestrian Safety Workgroup to assist
3 the County in studying child pedestrian safety within the County; and

4 BE IT FURTHER RESOLVED that the Workgroup suggest possible solutions to improve
5 child pedestrian safety in the County that may include programs, public education, and/or
6 legislation; and

7 BE IT FUTHER RESOLVED that the Workgroup will be charged with considering how
8 the County's municipalities can utilize unused funds for crossing guards to improve child
9 pedestrian safety; and

10 BE IT FUTHER RESOLVED THAT the School Pedestrian Safety Workgroup
11 ("Workgroup") shall be subject to the following:

- 12 (a) scope of consideration to include, but not be limited to: the causes of child pedestrian
13 accidents, enforcing speed limits, reducing distracted driving, reducing distracted
14 walking, educating pedestrians and drivers on rights and responsibilities of all road users,
15 remarking crossing indicators, and creating marked crossing indicators; and
- 16 (b) The Workgroup shall be comprised of the following members:
 - 17 (1) two (2) parents that have a child or children attending a Prince George's County
18 public school to be appointed by the County Council,
 - 19 (2) two (2) school board members to be appointed by the County Council,
 - 20 (3) one (1) current Prince George's County police officer to be appointed by the County
21 Executive,
 - 22 (4) one (1) municipal elected official to be appointed by the County Council,
 - 23 (5) one (1) municipal mayor to be appointed by the County Council,
 - 24 (6) one (1) designee from the Superintendent of Prince George's County Schools to be
25 appointed by the County Council,
 - 26 (7) one (1) designee from the Prince George's County Department of Public Works to
27 be appointed by the County Council, and
 - 28 (8) two (2) engineers from the Office of Engineering and Project Management to be
29 appointed by the County Executive, and
 - 30 (9) two (2) student members, whom are actively enrolled in Prince George's County
31 Public High Schools and are nominated by the Washington Area Bicyclist
32 Association, to be appointed by County Council.

SCHOOL PEDESTRIAN SAFETY WORKGROUP



CR-009-2024 (DR-3)

- 1 (c) All member selections shall be completed within thirty (30) days of the adoption of this
2 Resolution.
3 (d) The Workgroup shall elect the Chair of the Workgroup by majority vote at the first
4 meeting.
5 (e) The Workgroup shall assemble and convene no later than sixty (60) days after the
6 completion of member selection and meet monthly for two (2) months thereafter, unless
7 extended.
8 (f) No member of the Workgroup shall receive compensation in exchange for their services
9 rendered to the Workgroup; but they are entitled to reimbursement for expenses under the
10 Standard State Travel Regulations as provided by the County Budget.
11 (g) The Legislative Branch shall provide for the staff and technical support for the
12 Workgroup.
13 (h) The Workgroup shall issue a report to be transmitted to the County Executive and the
14 County Council within fifteen (15) days of the final meeting session.

Adopted this 9th day of April, 2024.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: Jolene Ivey
Jolene Ivey
Chair

ATTEST:

Donna J. Brown
Donna J. Brown
Clerk of the Council

SCHOOL PEDESTRIAN SAFETY WORKGROUP

Appendix B – CR-078-2024



DR-2

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2024 Legislative Session

Resolution No. CR-078-2024

Proposed by Council Members Fisher and Olson

Introduced by Council Members Olson, Burroughs, Hawkins, Demoga,
Oriadha and Watson

Co-Sponsors _____

Date of Introduction September 10, 2024

RESOLUTION

1 A RESOLUTION concerning

2 The Extension of Time for the School Pedestrian Safety Workgroup

3 For the purpose of extending the reporting time for the School Pedestrian Safety Workgroup.

4 WHEREAS, the Prince George's County Council on March 9, 2024 adopted CR-9-2024,

5 establishing the School Pedestrian Safety Workgroup (hereinafter referred to as the

6 "Workgroup"), a thirteen (13) member group, to study child pedestrian safety within the County,

7 to consider how the County's municipalities can utilize unused funds for crossing guards to

8 improve child pedestrian safety and to make policy recommendations related thereto; and

9 WHEREAS, the Workgroup has been delayed in reporting recommendations due to

10 unforeseen circumstances; and

11 WHEREAS, the County Council desires to provide additional time to the Workgroup to

12 complete their requisite tasks and submit its report to the County Executive and the

13 County Council.

14 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's

15 County, Maryland, that the Workgroup shall present its report and recommendations to the

16 County Council on or before December 13, 2024.

SCHOOL PEDESTRIAN SAFETY WORKGROUP



CR-078-2024 (DR-2)

Adopted this 10th day of September, 2024.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: Jolene Ivey
Jolene Ivey
Chair

ATTEST:

Donna J. Brown
Donna J. Brown
Clerk of the Council