

To whom it may concern.

We have an epidemic of increasing pedestrian deaths in our state

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.ghsa.org%2fresources%2fPedestrians24&c=E,1,4mp8RdJl_YIZlhTjZa03RjlimtR8bp0yAZvqiglVhaPkeVfmuzH0MdSG70kLKy1-ILXbu4KofwtYh-VgQt2QIPq-ojWVmmZi3RHI4JmQg,,&typo=1] and in our nation - where ~20 American pedestrians are killed daily by dangerous driving and bad road design.[<https://slate.com/technology/2023/07/pedestrian-deaths-road-safety-traffic-accidents.html>]

Horrifically, our local community has recently suffered child pedestrian fatalities as a result of aggressive / reckless driving

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwjla.com%2fnews%2flocal%2fchildren-struck-vehicle-riverdale-park-elementary-school-prince-georges-county-elementary-school-crime-traffic-wounds-injuries-hospital-police-investigation-serious-tragic-morning-pgpd&c=E,1,kR8jVZssVU3vwqgKPBxzHgHS0sDbOBOIOehdk6OOzsgMAGvQjRJ1j4swgTBeT7P9qrCg-C13nQ1R87eXbM5HEB1FbagSt5v01OaYUMF_TJhWA18,&typo=1].

While it is positive that Riverdale has now installed speed bumps at that intersection, it was too late to save the lives of two children who were murdered by a driver.

Critically, pedestrian deaths, simply put, are entirely preventable

[<https://www.cdc.gov/pedestrian-bike-safety/about/pedestrian-safety.html>]

I was almost struck by Lexis that ran a stop sign last week at Parkwood and Bunker Hill. While it was therapeutic to curse them out and make a variety of obscene hand gestures at the driver after they slammed on the brakes, it did nothing to save lives or prevent future reckless driving behavior. Systemically saving lives is the responsibility of our elected officials.

With this in mind, I wish to make two suggestions towards your future budget.

After giving a lot of thought to the regular dangerous and aggressive driving I witness as one of our town's most dedicated pedestrians, these improvements would serve to vastly reduce the likelihood of a horrific tragedy occurring in front of our homes. These locations I've suggested, when combined with our present speed bumps, would make it much more difficult for vehicles to accelerate to fatal speeds

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fsmartgrowthamerica.org%2fwhat-are-complete-streets%2f&c=E,1,dDZVvqzrxN8fqXeQTp360ADXKbXzgVyHIB5Fn763OZuh9FzSuD8xaKdjJvtFN7z3aSchgp8ka1yWaS5e96G2Jdcuij362Q53Xgp93wMHRcerzRxaOOLVSA_i&typo=1].

As that site demonstrates, there is a chasm of consequences between what happens to a human being when hit by a car at 20mph versus one hit at 30mph. Pedestrians will be hit by cars, but as

I said before - we can prevent the fatality through better infrastructure:

1) installation of raised crosswalks at the locations in this attached map marked in red (11 crosswalks, 9 locations). As you can see in this study, raised crosswalks serve to vastly the reduce likelihood of pedestrian injuries or fatalities

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.craftontull.com%2finsights%2finfrastructure%2fraised-crosswalks-can-elevate-pedestrian-safety&c=E,1,R8SQsHSt26l8-CdRdzbf8GeAQwzjPTTFBg-bJ9XZgiyodw3ouj93GQJB_42oyQMj4E2XOJRPreGJ2RjNtHltinks3yn9v9Cv1V4Hen33uuApp6qv-eKEw1Hwh1w,&typo=1]

2) installation of speed humps (note the word I am using - not a speed bump) at the locations in this map marked in blue (8 locations). Speed humps have been also statistically demonstrated to reduce child fatalities

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fpmc.ncbi.nlm.nih.gov%2farticles%2fPMC1448312%2f&c=E,1,Vtl6q7kXUkjKGB5yZlq3Xf_UBZ3F2la4usL_bWRIIXG0qCNbUFLTYQGmsXgK3Y84jTjpjQYqhhTBFcKixAQwBxzcmRkgcRYO8hir4V1Zlu64xk,&typo=1]

These are not mutually exclusive suggestions, in a perfect world you should do both.

None of us want to see a dead child in front of our house. With that in mind, I look forward to hearing your plans to protect children, and everyone else in our community from traffic violence.

Ben Rockey-Harris