



City of Hagerstown Safety Action Plan

April 23, 2025

Public Meeting



Purpose of the Plan



Eliminate traffic deaths and serious injuries by 2050



Identify high-risk areas and recommend targeted safety improvements



Position the city to apply for federal funding through the Safe Streets for All (SS4A) program

Meeting Agenda



01

**WELCOME
PUBLIC OUTREACH
SURVEY RESULTS
PROJECT OVERVIEW**

04

**PROJECT AND STRATEGY
DEVELOPMENT**

02

**SAFE STREETS FOR ALL
(SS4A) UPDATE**

05

NEXT STEPS

03

**ACTION PLAN KEY
COMPONENT**

Welcome and Introductions



TEAM



JIM BENDER
City of Hagerstown
City Engineer



MATT MULLENAX
HEPMPO
Executive
Director



**MICHAELA
MCDONOUGH**
HEPMPO
Transportation
Planner



JIM FRAZIER
Consultant
Project
Manager



BROOKS KEHLER
Consultant
Data Analysis



REBECCA BANKARD
Consultant
Transportation
Planner



TORY GIBLER
Consultant
Transportation
Planner



NICOLE WALDHEIM
Consultant
Safety
Expert

SAP Schedule



AUGUST 2024

Stakeholder Meeting #1

- Project Kickoff
- Safety Action Stakeholder Committee
- Crash Trends Analysis
- Policy and Processes Assessment



Public Outreach Survey



Public Comments
4/2-5/2



Public Meeting
4/23

SEPTEMBER /
OCTOBER 2024

DECEMBER - FEBRUARY
2025

MAY 2025



Public Meetings

Public Outreach

- MetroQuest Survey
- Public Engagement
- Interactive Mapping

High Injury Network

- Priority Safety Corridors
- Potential Countermeasures
- Project and Strategy Development

Final Safety Action Plan

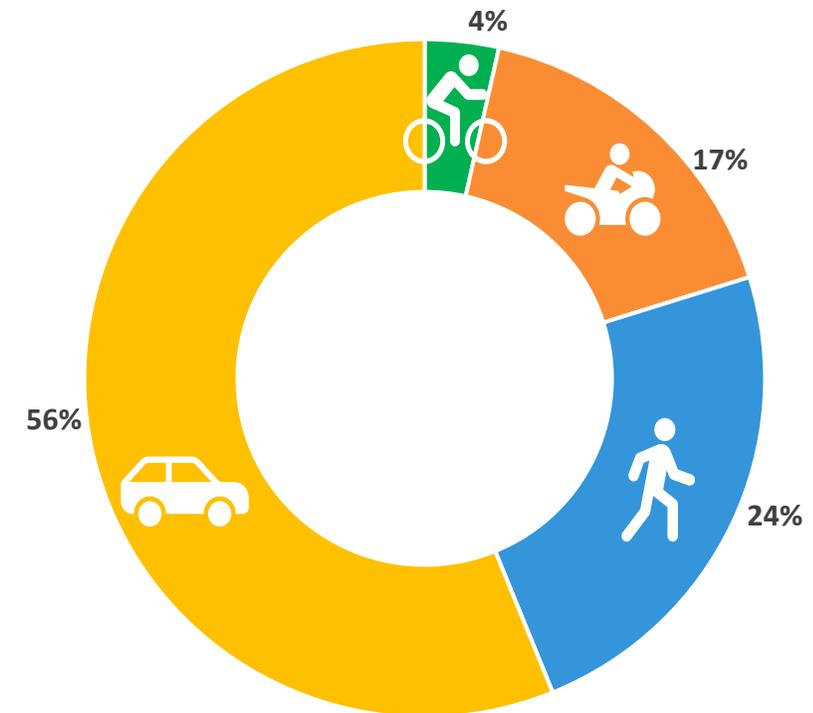
Hagerstown City Council
Adoption

Hagerstown Crash History (KSI)

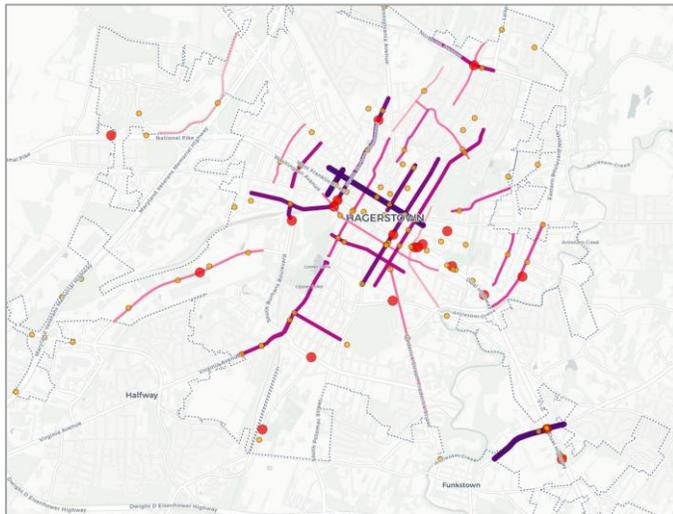


From 2019 to 2023, the Hagerstown had a total of 3,873 non-interstate crashes, **114 resulted in a person being killed or severely injured (KSI).**

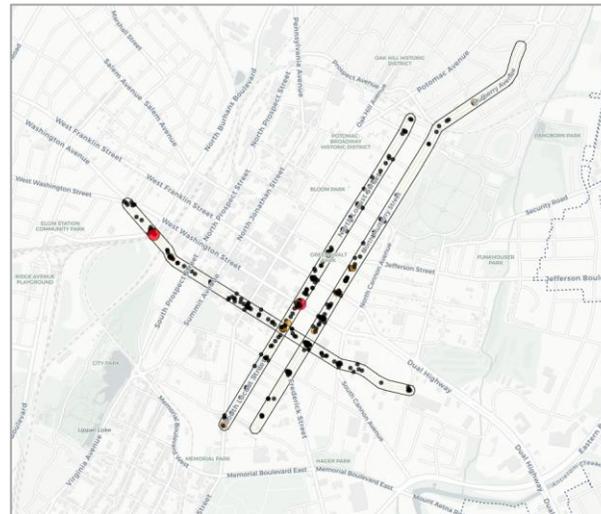
Hagerstown 2019-2023 Non-Interstate KSI Collisions by Mode



Key Outcomes



High Injury Network



Priority Corridors



Potential Countermeasures

01

Survey Results



1,927 Respondents

- Opened – September 4th
- Closed – October 4th

City of Hagerstown Safety Action Plan

More at: <https://www.hagerstownmd.org/>

1 Your Input Matters To Us!
Learn a bit about the plans before you begin.

WELCOME

Your voice matters!
Help the City of Hagerstown ensure that all who live, work, and play in the City will be healthy and safe. Your feedback will be incorporated into the City's Safety Action Plan.

[→ Next](#)

NEAR MISS INCIDENTS
A near-miss incident is an event where a person walking, rolling, bicycling, or driving must suddenly stop, swerve, or move to avoid a crash.

2 SAFETY CONCERN RANKING

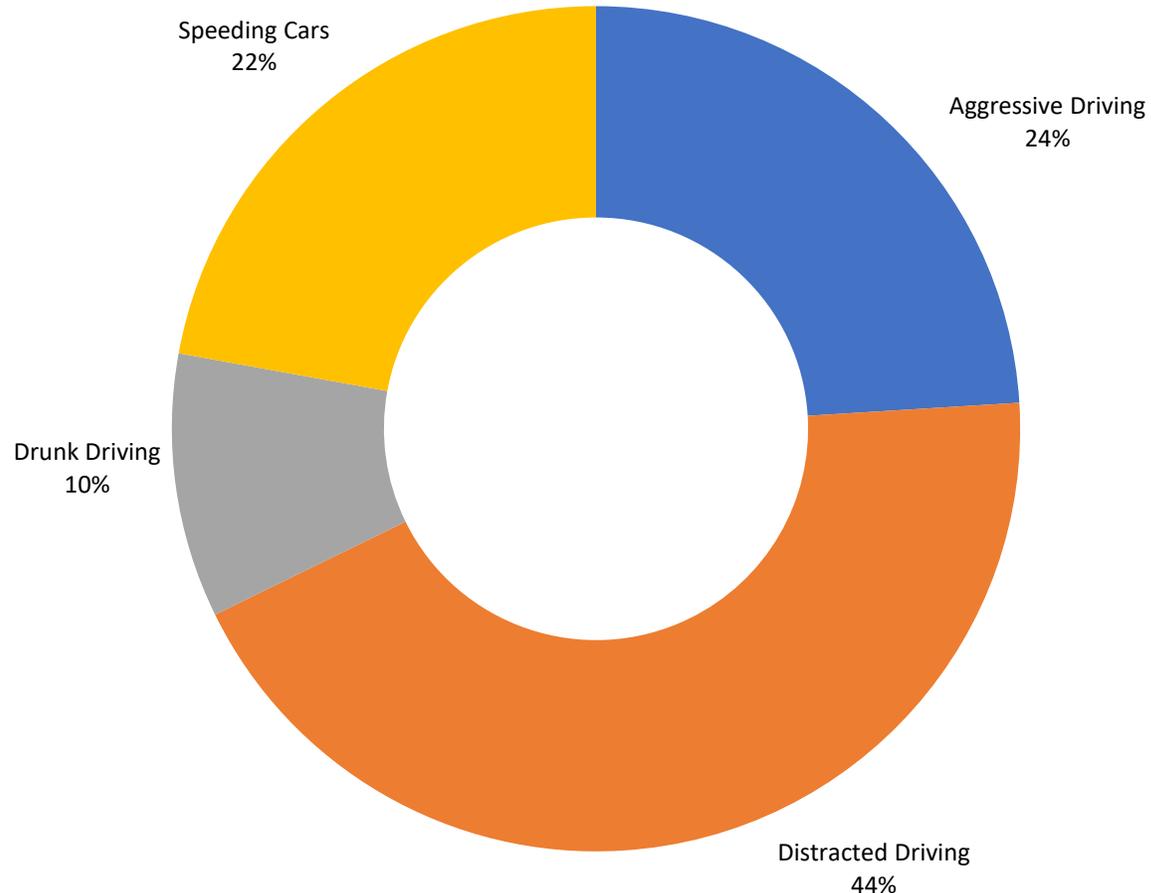
3 STANDARD SURVEY

4 MAP MARKERS

5 WRAP UP

CITY OF Hagerstown MARYLAND 1762

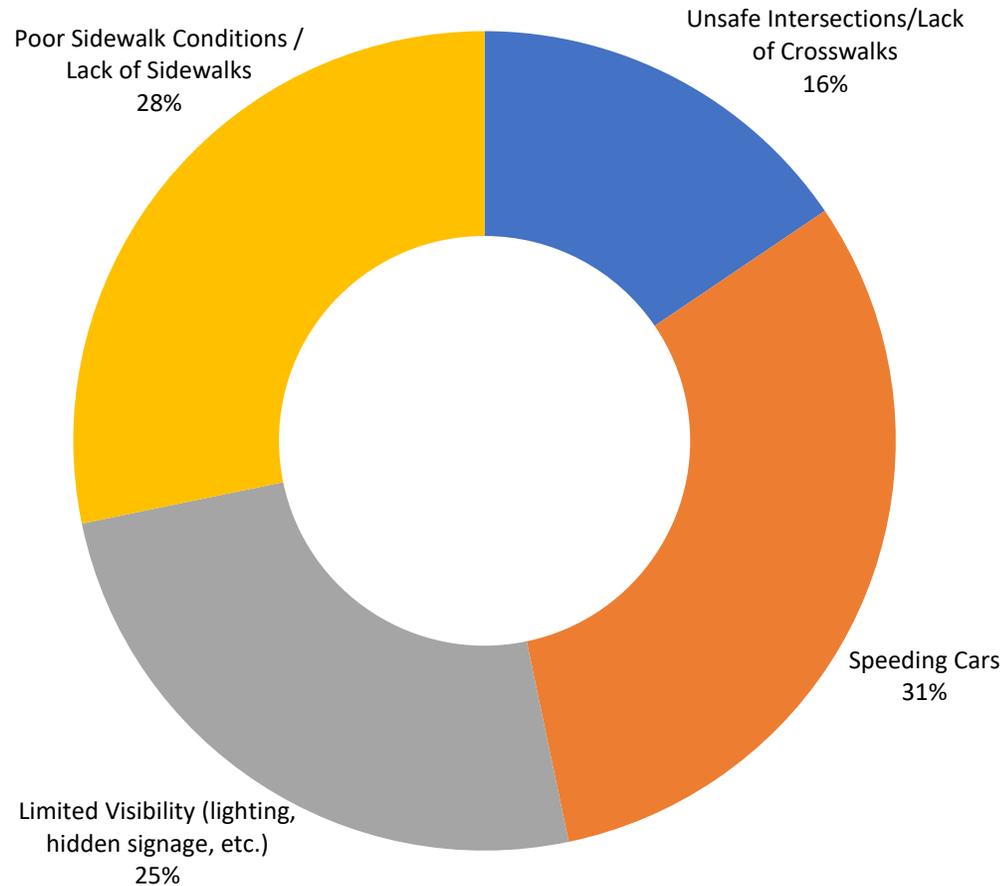
Survey Results – Driver Concerns



Additional Comments:

- Poorly marked lanes
- No Signage
- Phone Use
- Alcohol & Recreational Drugs
- Running Red Lights

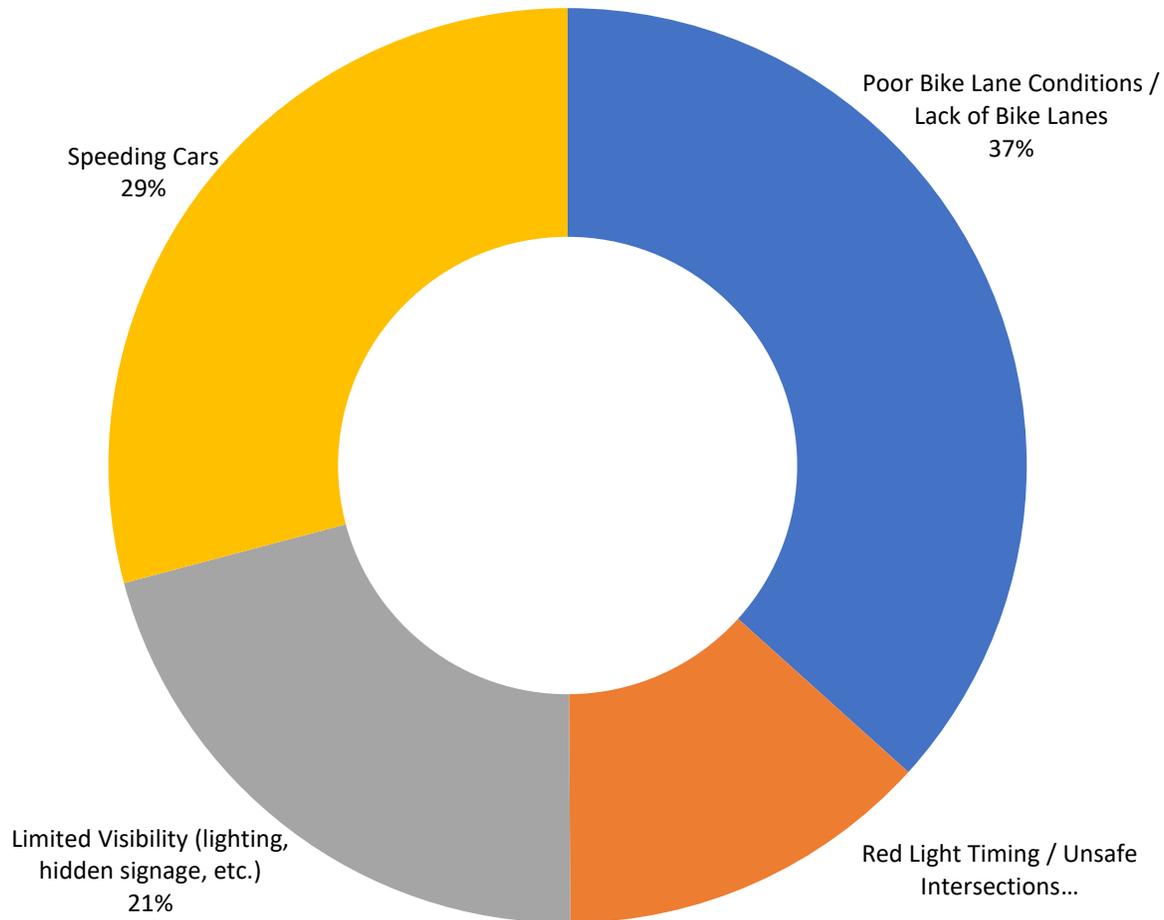
Survey Results – Pedestrian Concerns



Additional Comments:

- Pedestrians not using crosswalks
- Pedestrians not paying attention
- Pedestrians walking into traffic/not using sidewalks
- Vehicles running stop signs

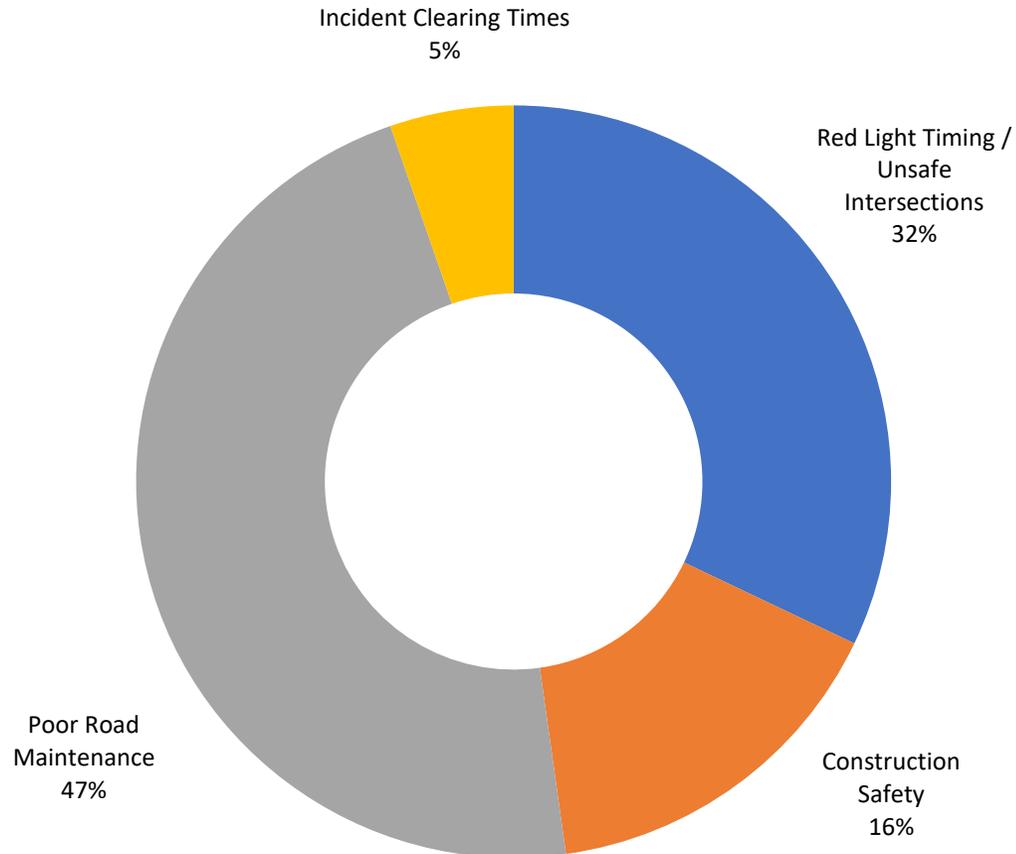
Survey Results – Bike Concerns



Additional Comments:

- Cars not sharing road with bikes/scooters
- Riding head on into cars
- Not adhering to traffic rules
 - Running red lights & stop signs
- Use of bikes in unsafe manor
 - Wheelies, weaving in and out of traffic

Survey Results – Road Conditions



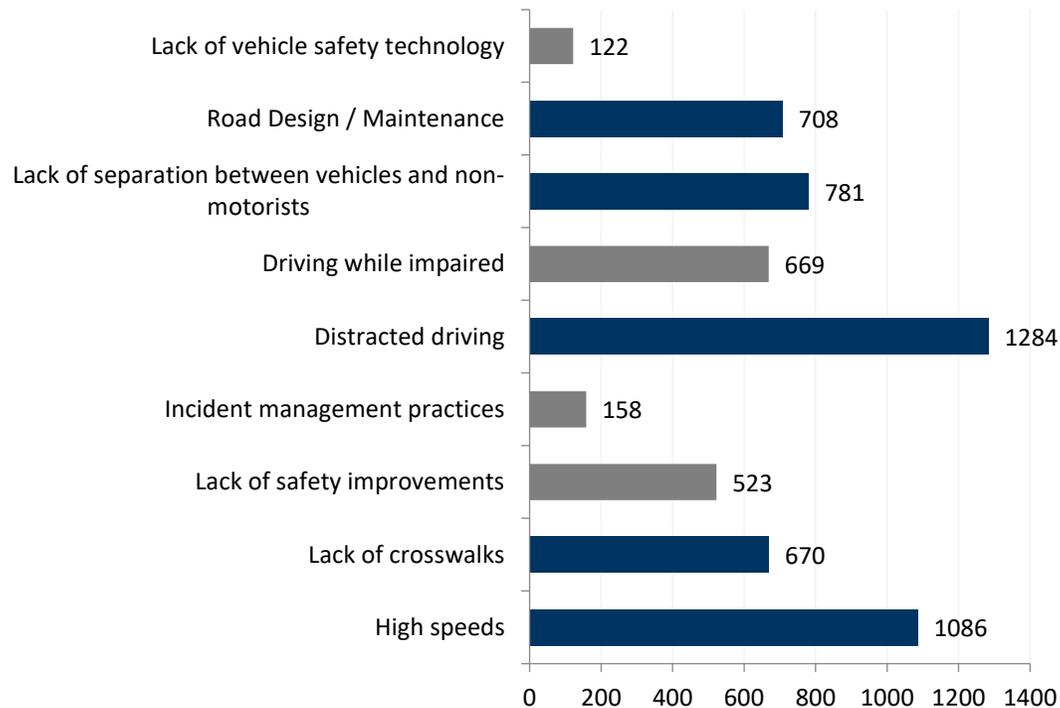
Additional Comments:

- Speed bumps
 - No signs
 - Crashes
- Traffic Lights
 - No left turn arrow
- Construction Delay
- Poorly Marked Lanes

Survey Results – Pedestrian Safety

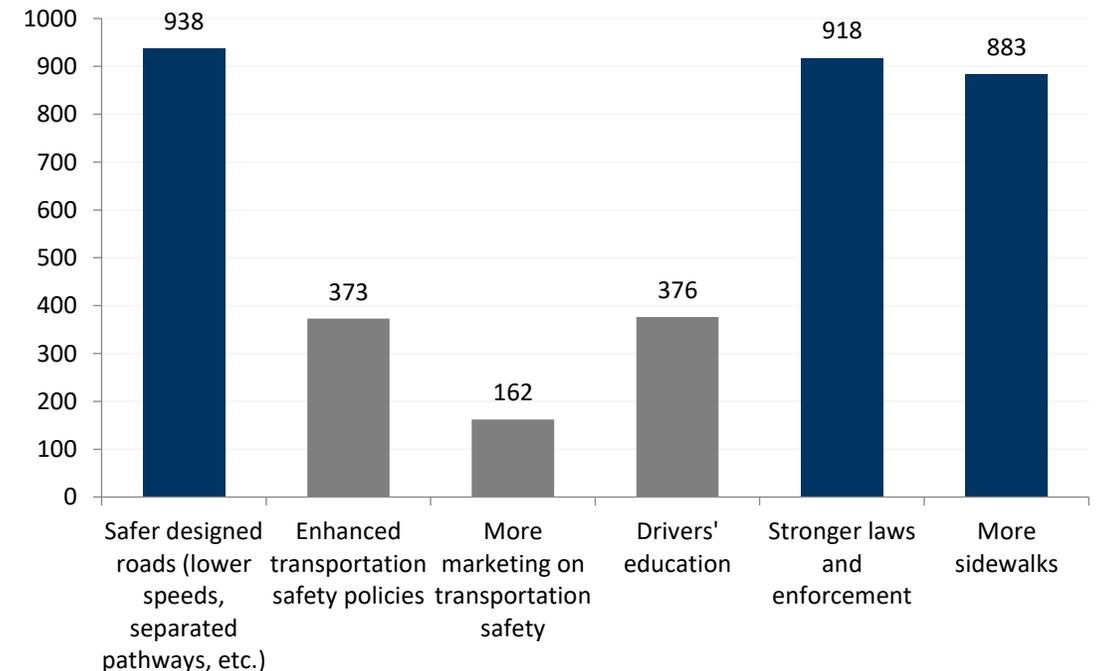


What do you think are the top five contributors of safety problems for those who choose to walk?



57% Walk in their Area

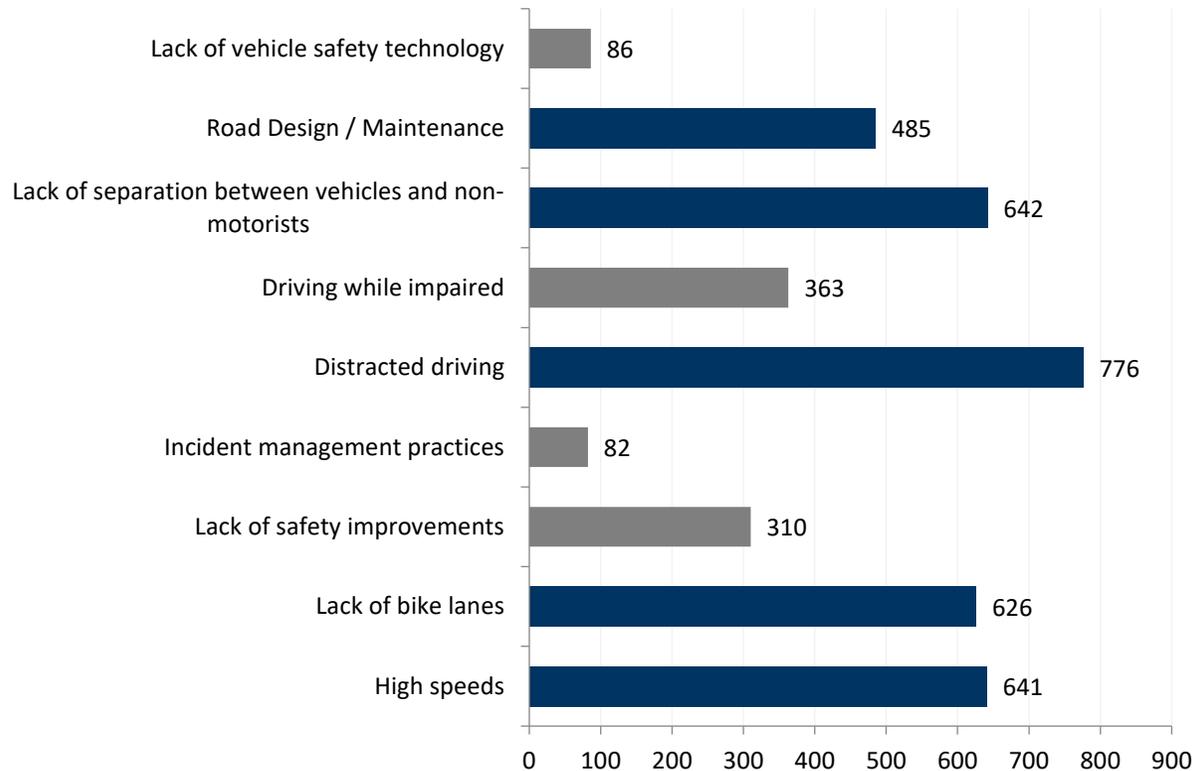
What three contributors would make you feel safer choosing to walk?



Survey Results – Bike Safety

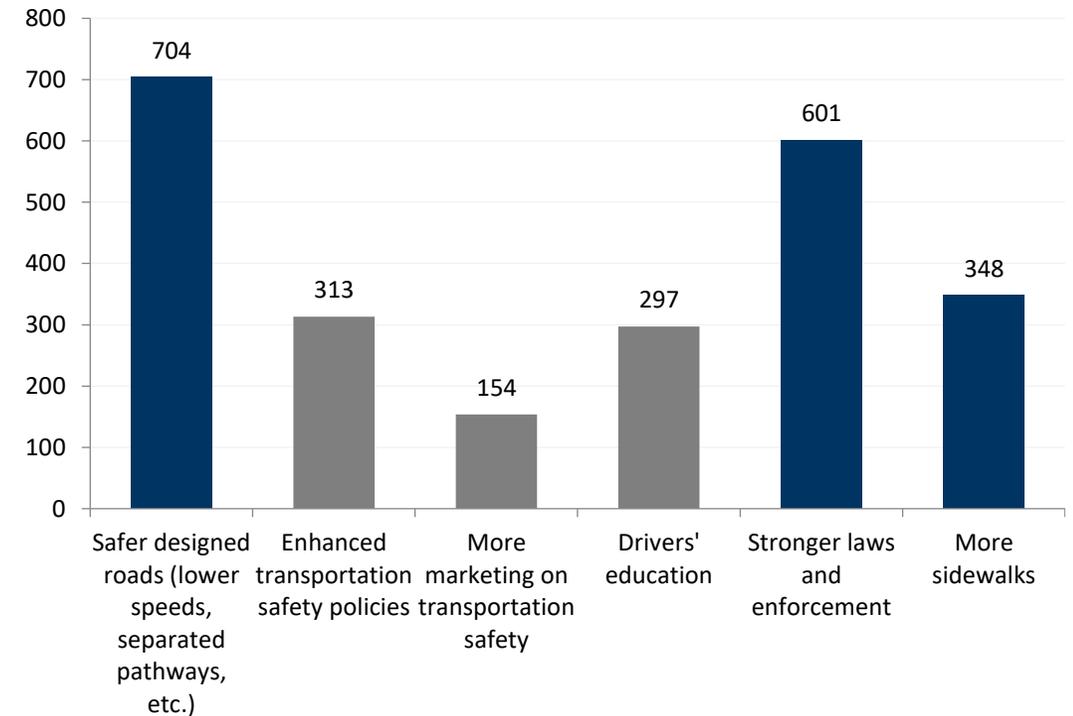


What do you think are the top five contributors of safety problems for those who choose to bike?



17% Bike in their Area

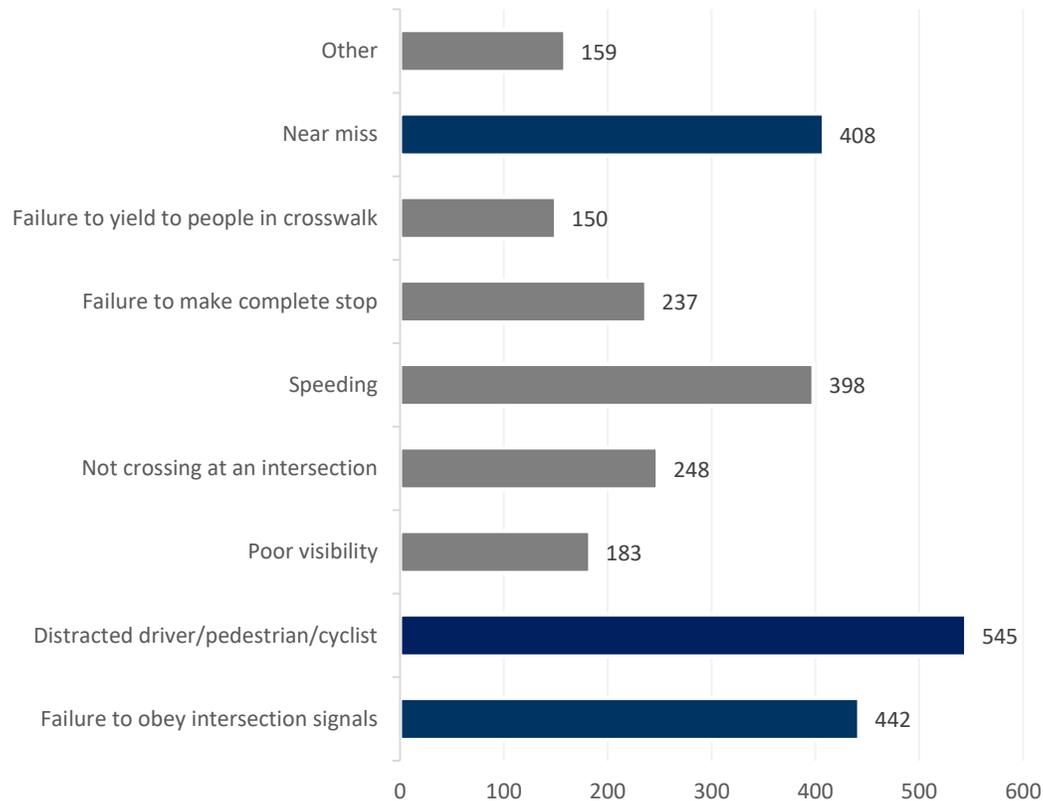
What three contributors would make you feel safer choosing to bike?



Survey Results – Safety Incidents

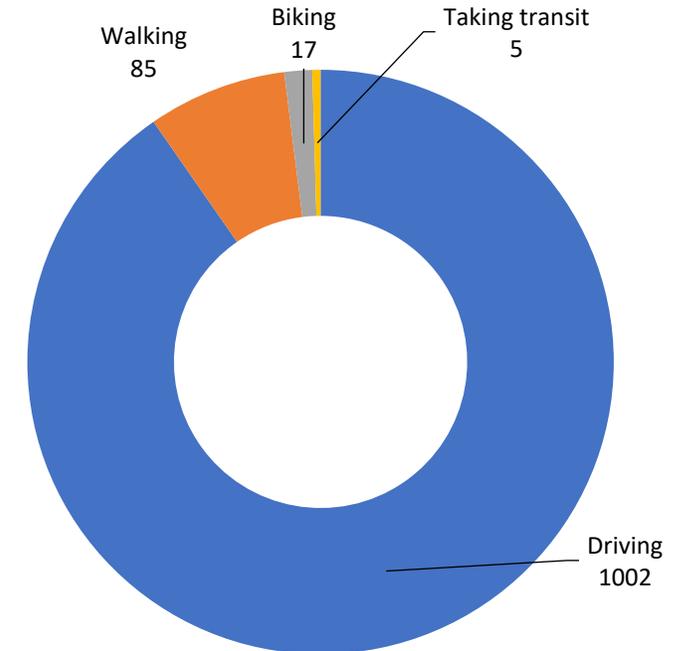


What was the nature of the incident? Check all that apply.



68% Experienced a Safety incident within last year

What was your mode of transportation?



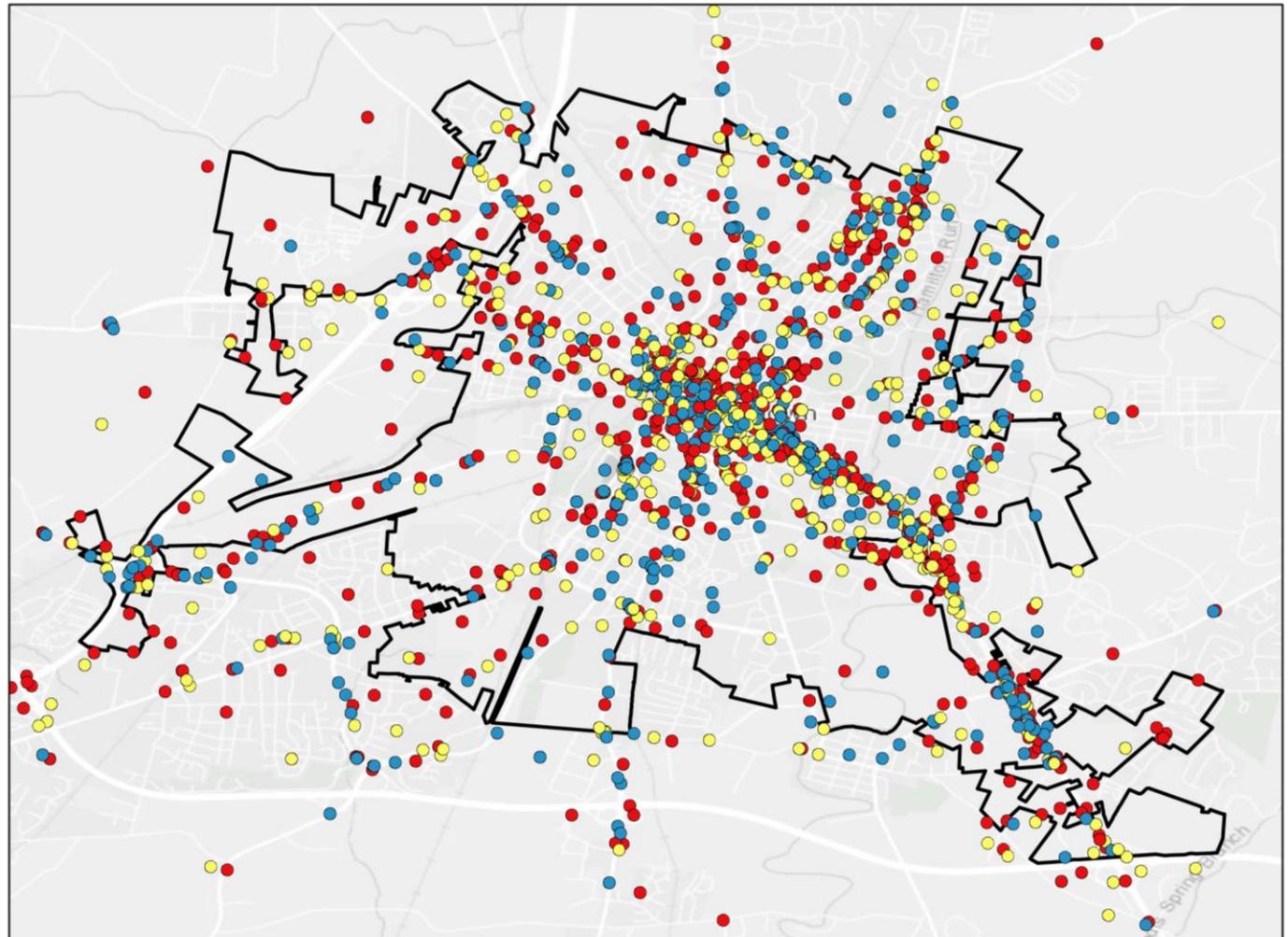
Survey Results – Mapping



2,192 Markers

- Improvement Ideas - 535
- Near Misses - 622
- Safety Issues - 958

[Hagerstown SAP](#) - Data Map

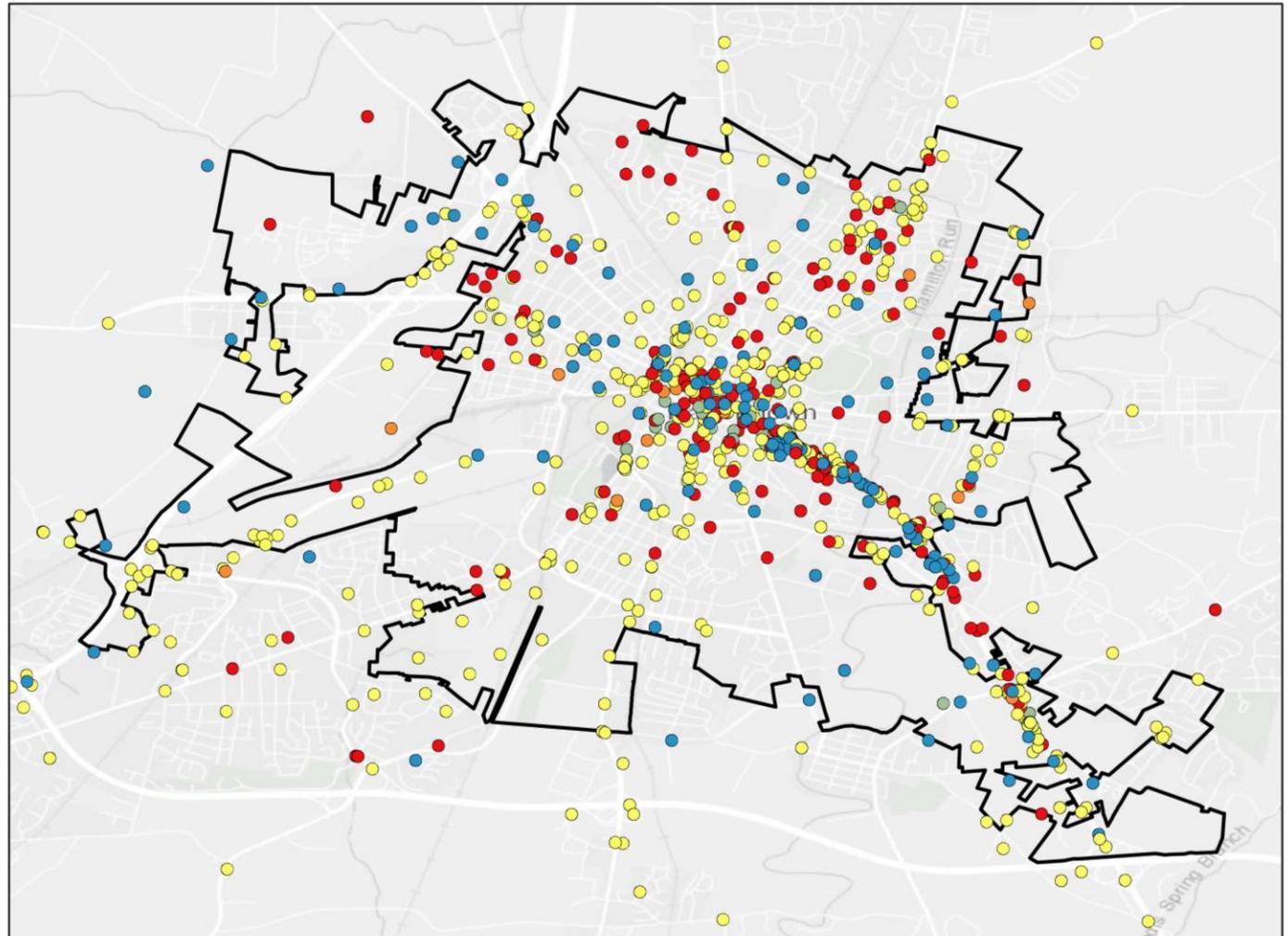


Survey Results – Safety Issue



958 Markers

- Biking Concern - 28
- Driving Concern - 585
- Transit Concern - 16
- Walking Concern - 200
- Not specified - 129



Survey Results – Walking Concern

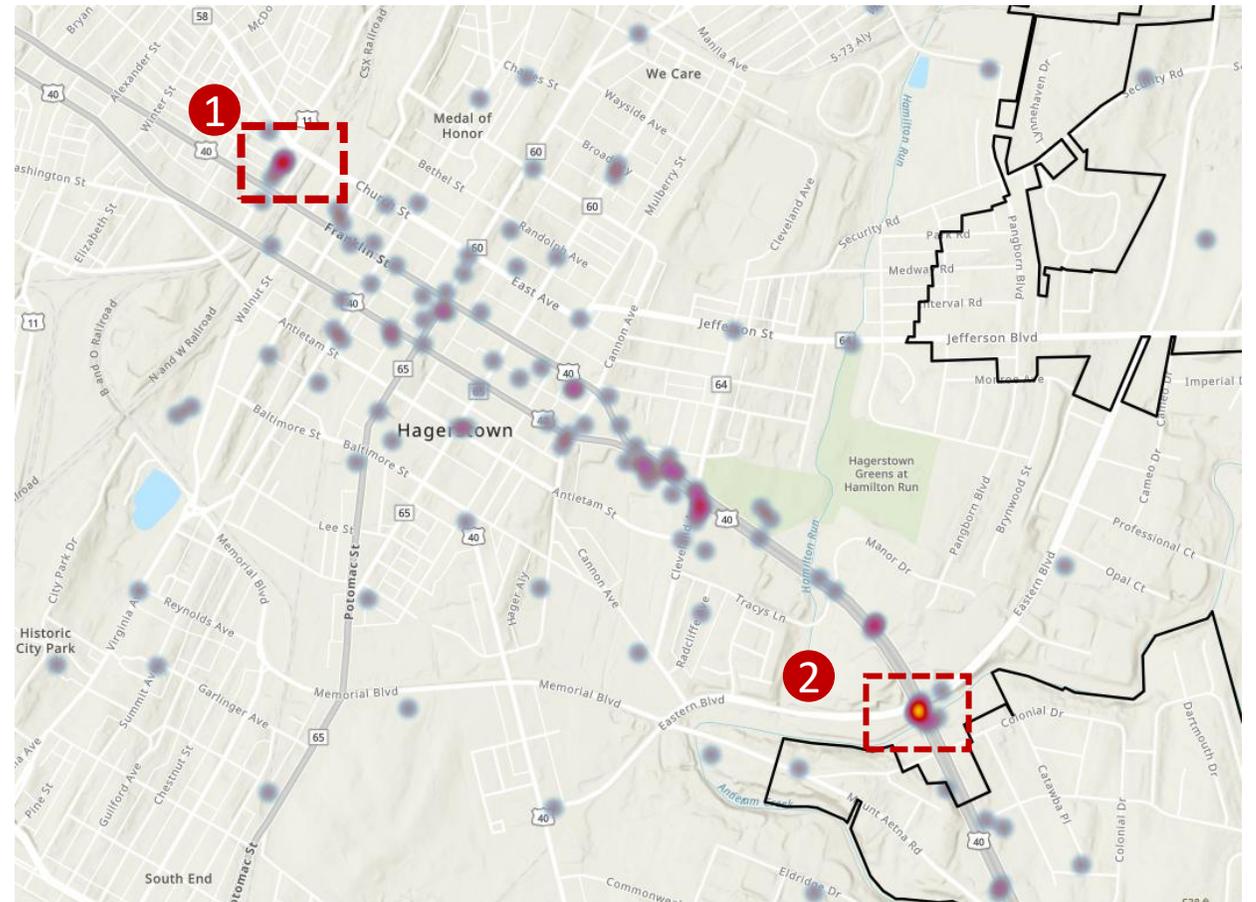


1 US 11 (US 40 to Church Street)

- “Pedestrians not using proper crosswalks and walking into traffic.”
- “Pedestrians do not follow designated crosswalks. They should be funneled to certain areas for their safety and the safety of driver.”
- “Walkers who walk in front of car.”
- “Pedestrians are not navigating to crosswalks. They cross in between cars.”
- “People crossing the road unsafely.”

2 US 40 @ Eastern Blvd

- “Walking out into oncoming traffic when the traffic signal is green.”
- “People do not use a crosswalk.”
- “Panhandling”
- *Unsafe Intersection*
- *Lack of Sidewalks/Sidewalk Conditions*



Survey Results – Driving Concerns

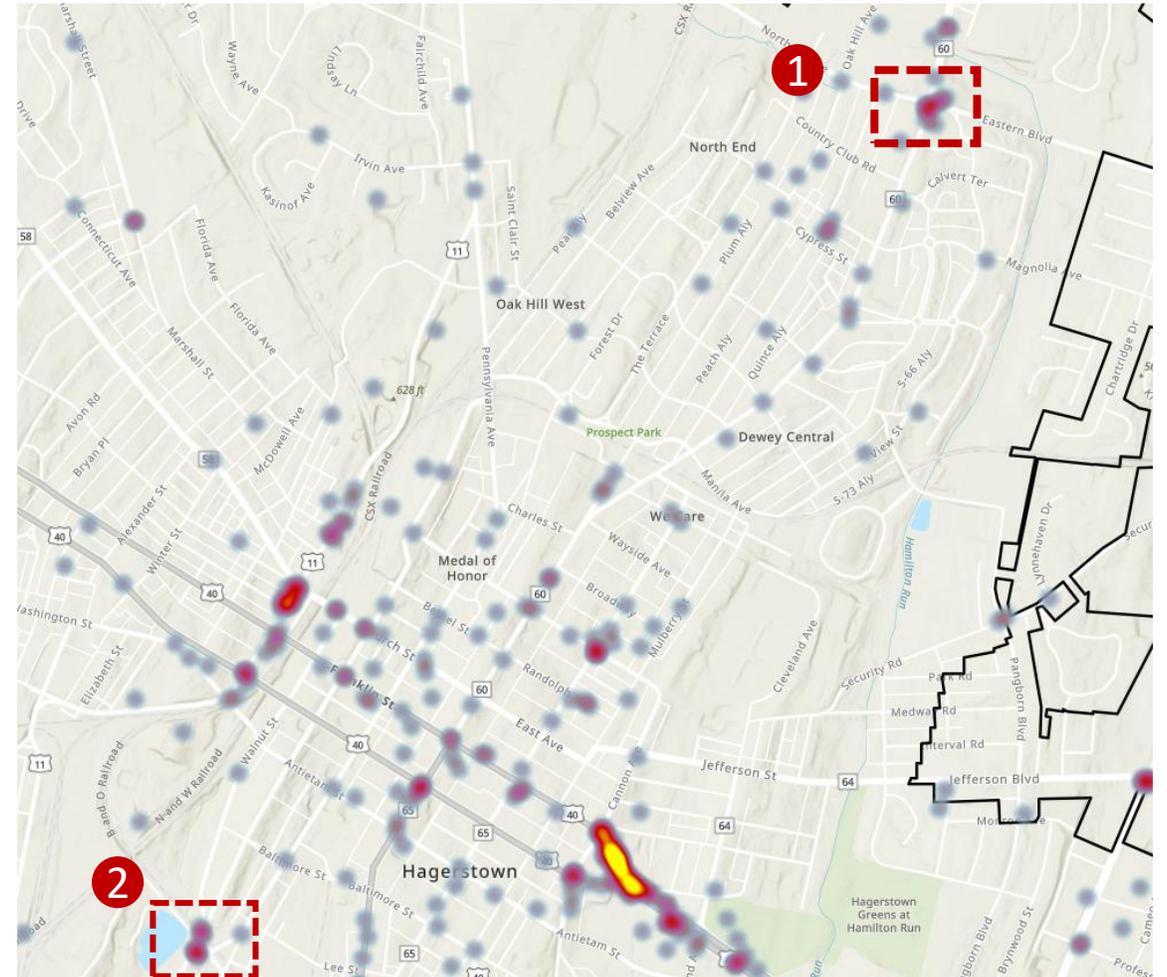


1 Potomac Ave @ Eastern Blvd

- “Cars regularly try to illegally pass at intersection. Cars speed through yellows and I have seen cars run red lights (and cause accidents).”
- “Getting passed from the right turn lane and getting cut off going straight through the light, both ways on Potomac.”
- *Unsafe Intersection*
- *Speeding*
- *Aggressive Driving*

2 Roundabout (Virginia Ave)

- “The majority of drivers coming off of Virginia Ave do not obey the yield sign to vehicles already traveling in the circle I have almost been hit multiple times because my right of way was ignored.”
- “That intersection is too confusing for people unfamiliar with it.”
- “People stop in the middle of the roundabout and can't make up their mind of where they're going.”
- “This roundabout is a bit complicated, and lots of speeding in the area. Maybe patrol to slow it down near the park.”



Survey Results – Biking Concerns

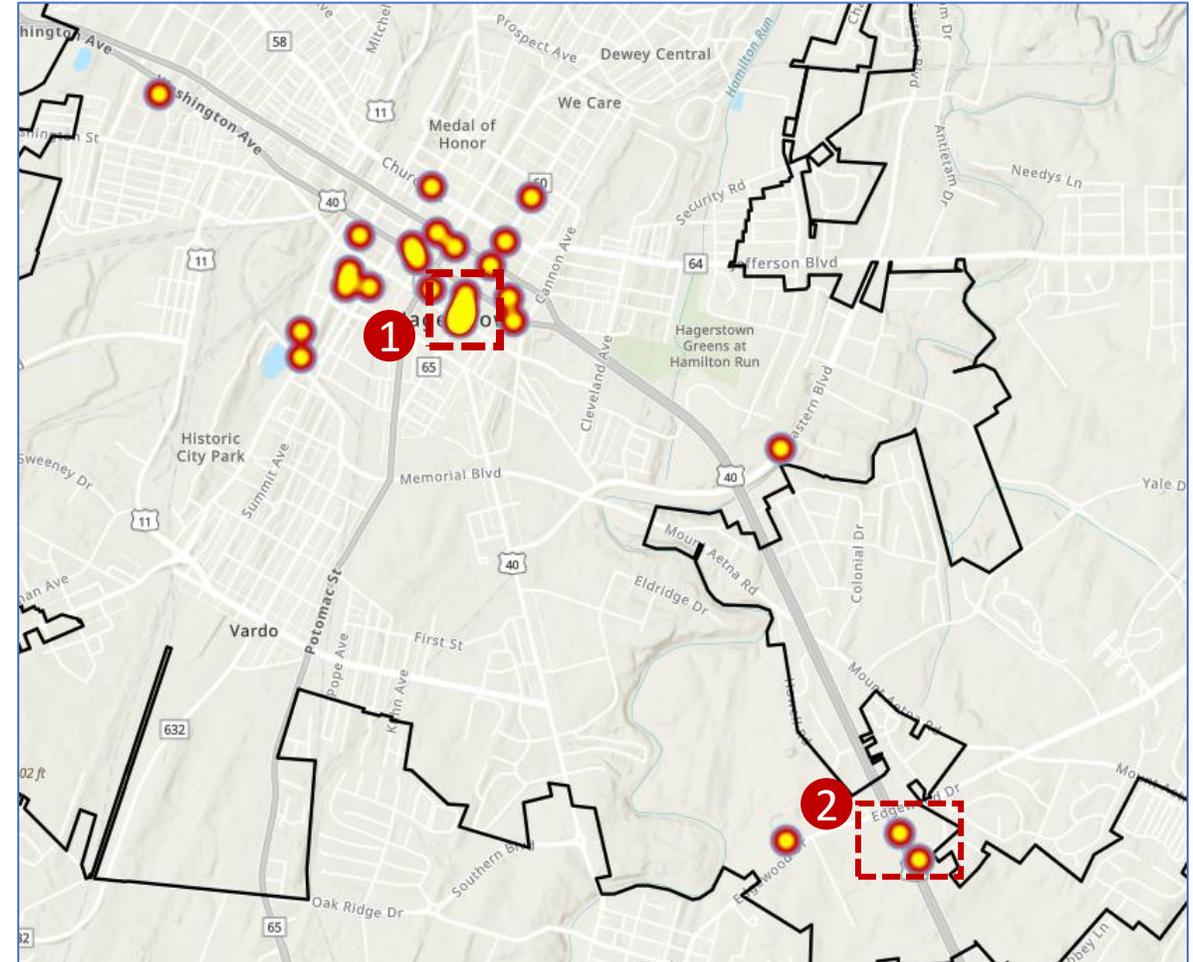


1 MD 65 (Antietam Ave to Matthew Ave)

- “Cyclists run the red light consistently.”
- “Bikers are aggressive and doing stunts between Antietam and Broadway at night.”
- “Riding in bike lane the wrong way.”
- *Speeding*

2 Dual Hwy (Hebb Rd to Edgewood Dr)

- “Proximity of bike lanes in the middle of vehicle lanes.”
- “The bike lanes here are dangerous, being sandwiched between 2 vehicle travel lanes and people making a left from the opposite side of 40 into the Liquor Locker or one of the other stores. The turn lane to go to Martin's is great, but the other turn lane.”

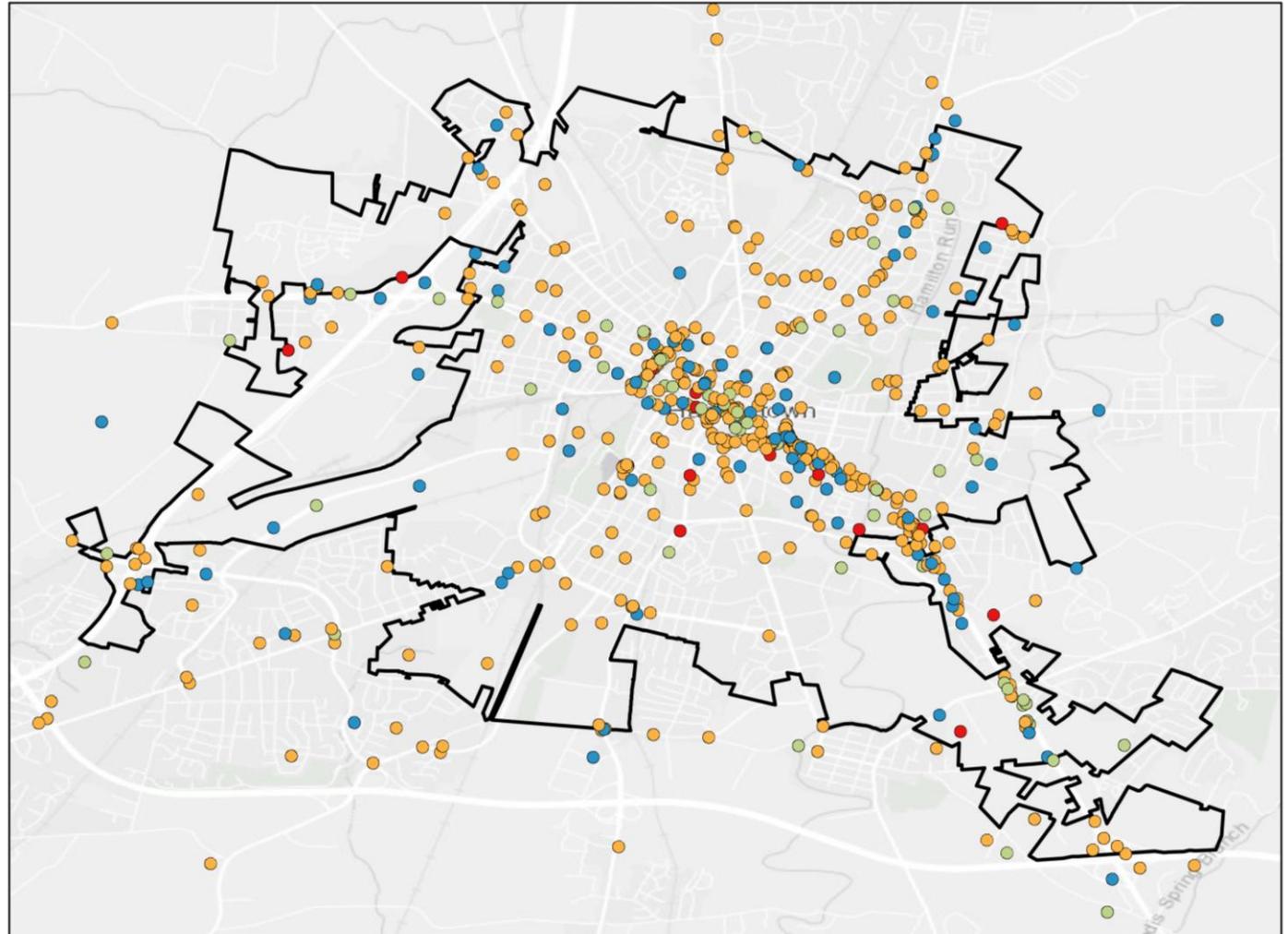


Survey Results – Near Misses



622 Markers

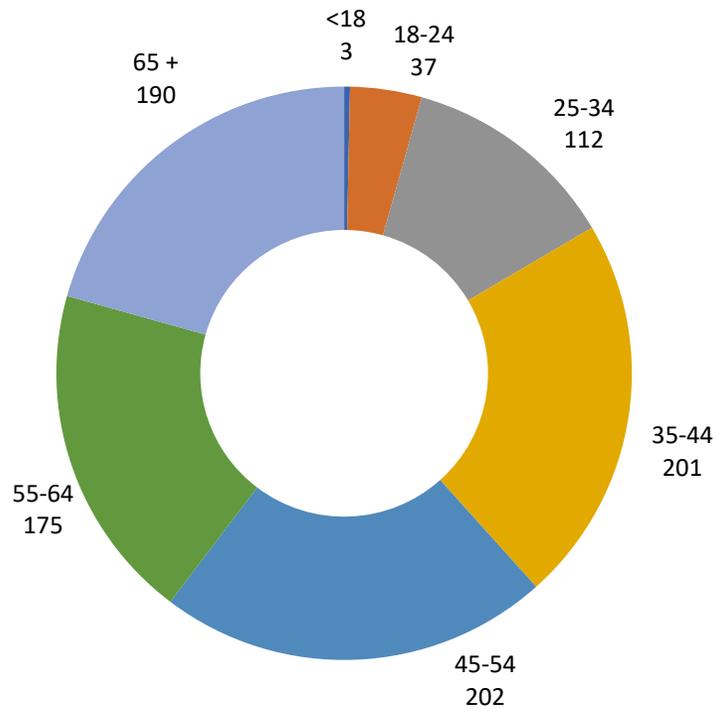
- In the past 1-2 years - 65
- In the past 6 months - 437
- Over 2 years ago - 15
- Not specified - 105



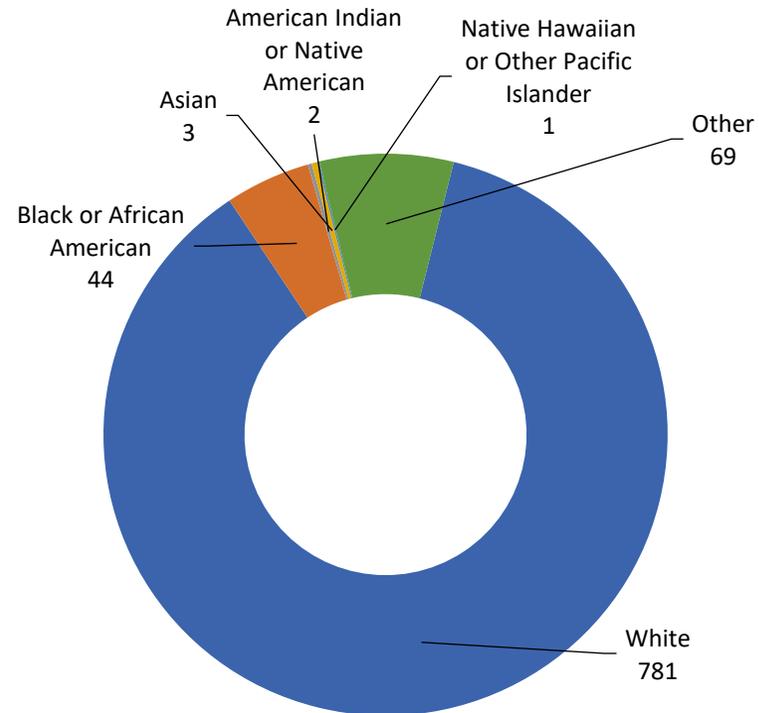
Survey Results - Respondents



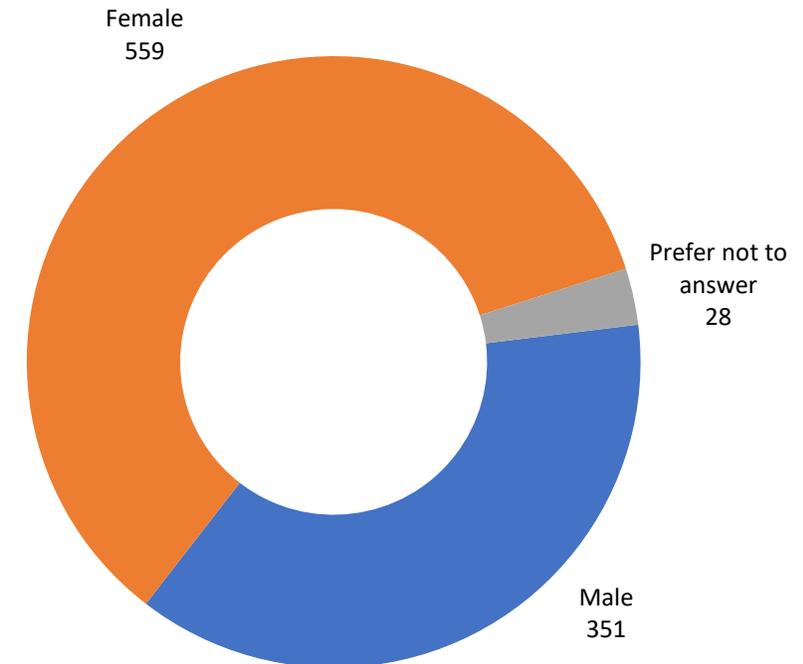
What is your age?



What is your race/ethnicity?



What is your gender?



SS4A NOFO

- Adopted Hagerstown SAP enables local agencies to apply for a SS4A grant (<https://www.transportation.gov/grants/SS4A>)
 - Additional planning work
 - Demonstration activity
 - Implementation
- NOFO Released March 28, 2025
- Grant Application deadline – June 26, 2025
- Funding Priority Re-Focus (previous Equity area)
 - Areas of Persistent Poverty
 - Demonstrate economic benefits

SS4A Grant Criteria



Comprehensive Safety Action Plan Element Criteria	How the City of Hagerstown Achieved It		
1 Governing body in the jurisdiction is publicly committed to an eventual goal of zero roadway fatalities and serious injuries.	The Hagerstown City Council is the governing body that reviews and approves the plan.		Outlined in Chapter 2: Plan Development and Engagement.
1 Set targets to achieve significant declines in roadway fatalities and serious injuries.	Outlined in Chapter 1: Need for a Roadway Safety Plan. The region's goal is to reach zero traffic fatalities and severe injuries by 2050.		The Stakeholder Advisory Committee is detailed in Chapter 2: Plan Development and Engagement.
2 To develop the Action Plan, a committee, task force, implementation group, or similar body is established and charged with the plan's development, implementation, and monitoring.	Stakeholder Advisory Committee was formed to help outline the plan and develop strategies. Outlined in Chapter 2: Plan Development and Engagement.		Identifying communities of need was a key factor in public outreach, safety analysis, the policy assessment, and project and program prioritization. Outlined in Chapter 2: Plan Development and Input.
3 Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Analysis of systemic and specific safety needs is performed as needed (e.g., high risk). Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types. A geospatial identification (geographic or locational data using maps) of higher risk locations.	An online map was created to show 2019–2023 Crashes in the City of Hagerstown and outlined in Chapter 3: Understanding Crash Trends and Roadway Safety in Hagerstown.	5 Identified underserved communities through data.	The Action Plan used USDOT's Equitable Transportation Community Explorer tool and results during analysis and outreach. Outlined in Chapter 2: Plan Development and Input.
	Outlined in Chapter 3: Understanding Crash Trends and Roadway Safety in Hagerstown.	Community analysis in collaboration with appropriate partners, focused on initial community impacts.	As part of the Stakeholder meetings discussed in Chapter 2, the Stakeholders reviewed the analysis inputs.
	Outlined in Chapter 3: Understanding Crash Trends and Roadway Safety in Hagerstown.	The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.	6 The policy and benchmarking assessment <u>was</u> conducted to gauge the region's alignment with the SSA and safety best practices. The assessment reviewed existing plans, reports, and studies from the county and region. Outlined in Chapter 3: Understanding Crash Trends and Roadway Safety in Hagerstown.
	A High Injury Network (HIN) was created and shown on a map in Chapter 3: Understanding Crash Trends and Roadway Safety in Hagerstown.	7 The plan identifies a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria.	Outlined in Chapter 4: Project and Strategy Development
4 Engagement with the public and relevant stakeholders, including the private sector and community groups.	The team met with Stakeholders through a series of meetings. There were also a public outreach survey, comment period and a public meeting. Outlined in Chapter 2: Plan Development and Engagement.	8 A description of how progress will be measured over time that includes, at a minimum, outcome data.	Outlined in Chapter 5: Plan of Action and Monitoring Progress
Incorporation of information received from the engagement and collaboration into the plan.	Feedback from an outreach survey was incorporated into the plan's strategies.	9 The plan is posted publicly online.	The Plan is available on the City's website.
		9 The plan was finalized and/or last updated between 2018 and 2025	The Plan was finalized in May 2025.

Plan Overview



TABLE OF CONTENTS

Acknowledgements

Hagerstown City Council Resolution

Chapter 1: Need For a Roadway Safety Plan

Chapter 2: Plan Development and Engagement

Chapter 3: Understanding Crash Trends And Roadway Safety In Hagerstown

Chapter 4: Project and Strategy Development

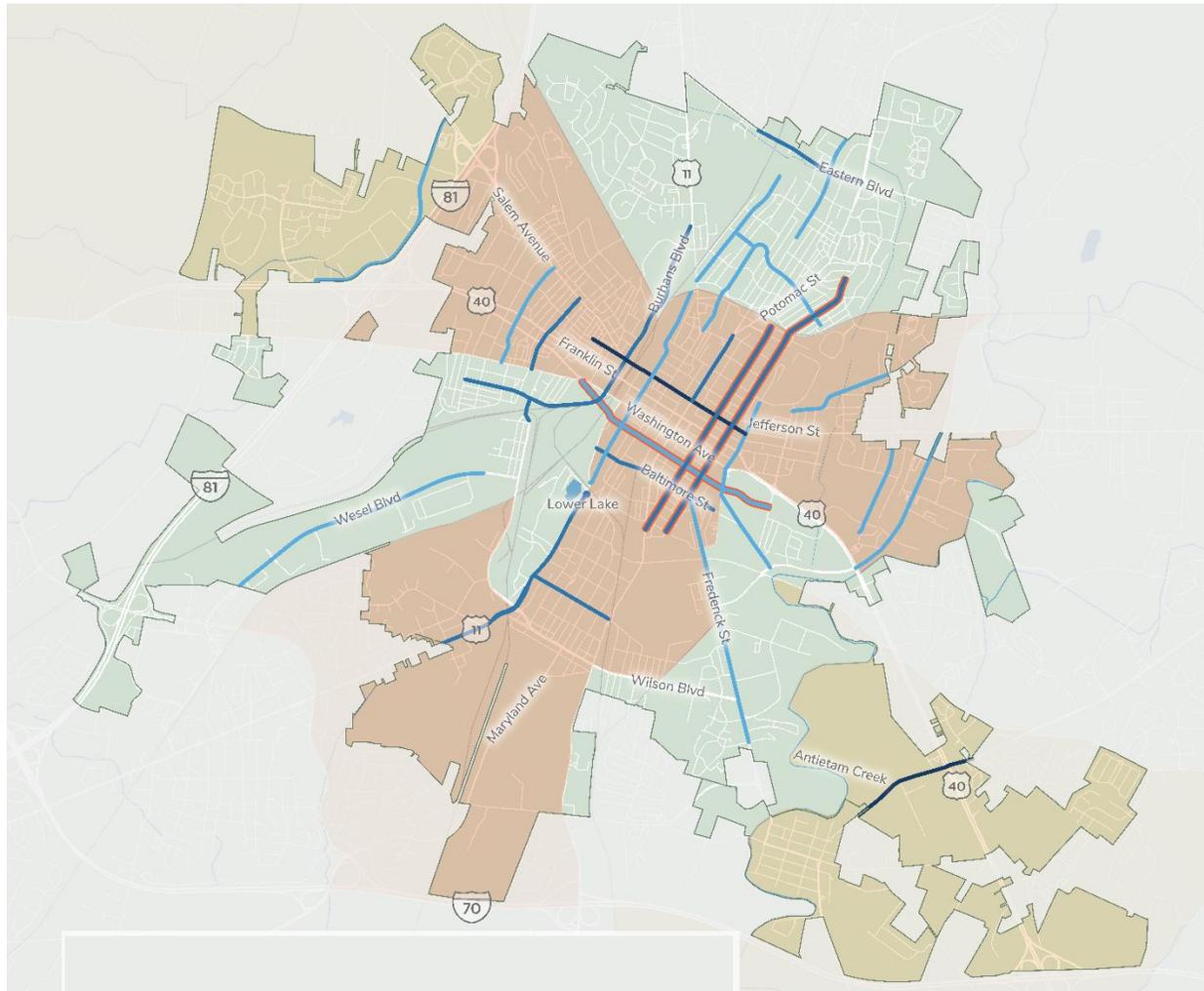
Chapter 5: Plan Of Action And Monitoring Progress

Appendix A – Public Meeting & Outreach Summaries

Appendix B – Countermeasure Details & Cost Estimates

Appendix C – Technical Memos

Final HIN



Legend

- | | |
|--------------------|--------------------------------------|
| HIN High Score | Low to Moderate Community Need Areas |
| HIN Medium Score | Moderate-High Community Need Area |
| HIN Low Score | High Community Need Area |
| Priority Corridors | |

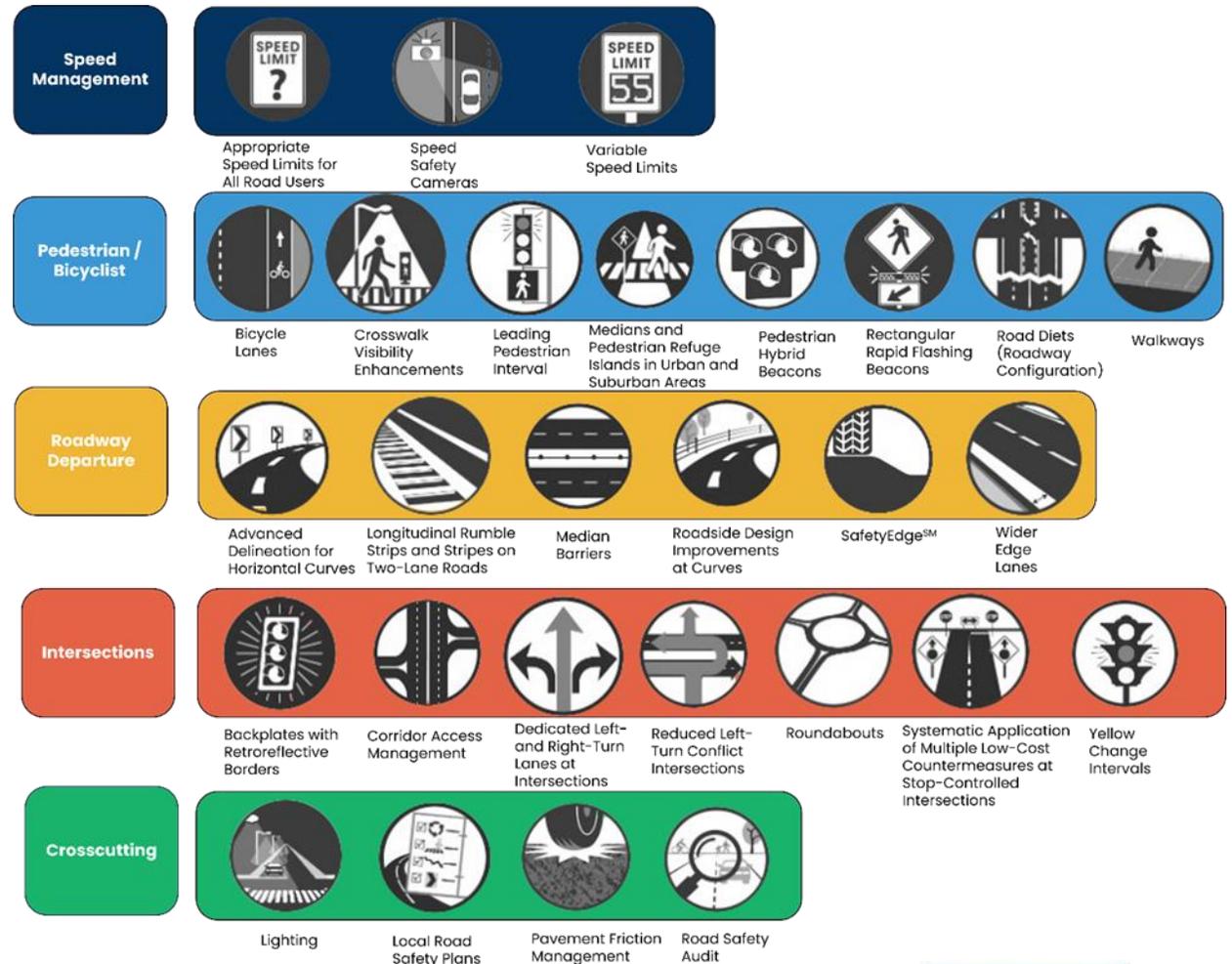
Hagerstown Top Ten HIN Corridors

Rank	Road Name	Extents	Miles	VRU Crashes	KSI Crashes	Transportation Disadvantage Community ¹
1	Edgewood Drive	City Boundary to Langley Drive	0.69	5	5	Yes
2	East Avenue	Potomac Street to Cannon Avenue	0.34	5	2	Yes
3	Church Street	Norway Avenue to Potomac Street	0.63	11	2	Yes
4	Locust Street	Potomac Street to McComas Street*	1.28	9	7	Yes
5	Burhans Boulevard	Ridge Avenue to Hillcrest Road	1.57	6	8	Yes
6	Lanvale Street	East Place to Burhans Boulevard	0.37	1	1	Yes
7	Potomac Street	East Avenue to Wayside Avenue	0.41	6	1	Yes
8	Virginia Avenue	City Boundary to Key Street	1.48	5	5	Yes
9	Northern Avenue	Fountain Head Road to Potomac Avenue	0.63	5	2	No
10	Mulberry Street	Ray Street to Irvin Avenue	1.67	15	4	Yes

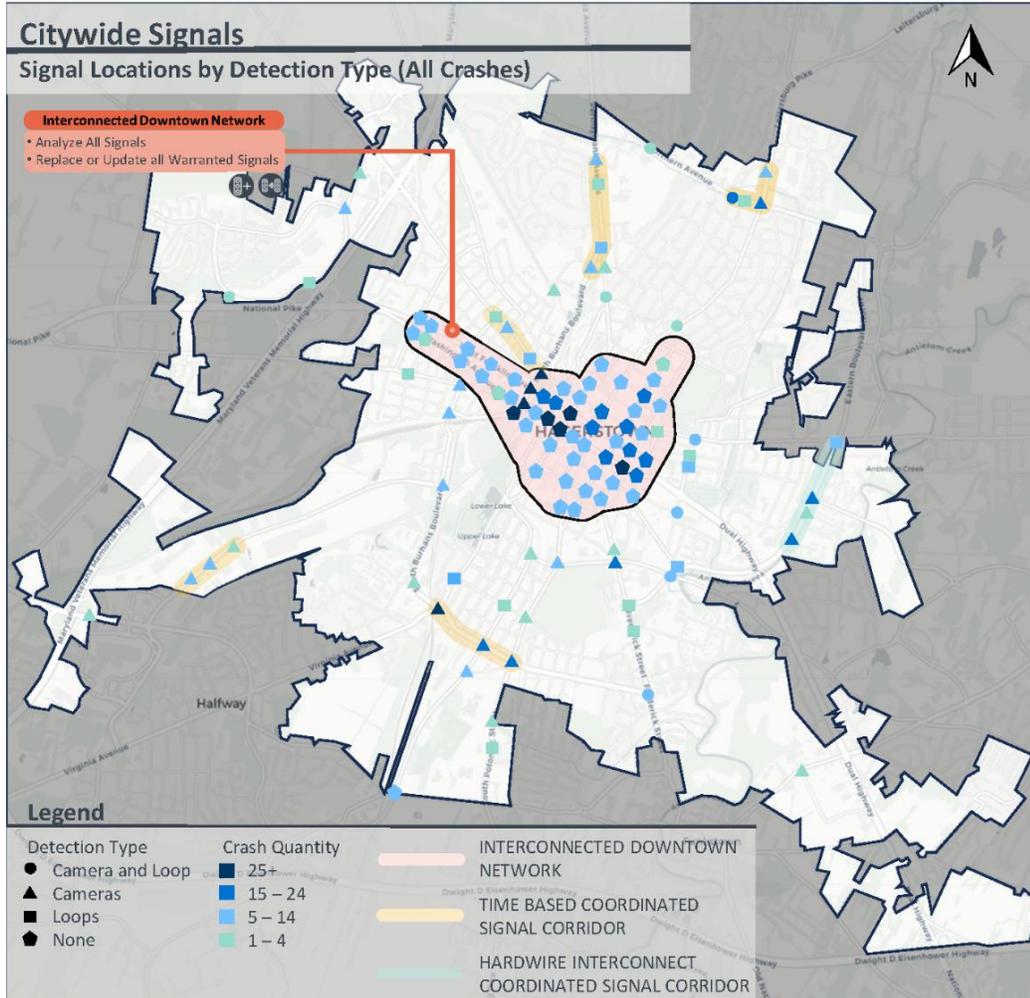


Priority Citywide Systemic Safety

- Safety Analysis Evaluation
 - Crash Trends
 - Safety Concerns
 - Potential Countermeasures
- Signalized Intersections
- Midblock Pedestrian Crossings
- Speeding



Priority Citywide Signal Strategy



Countermeasures

- Analyze All Signals**
 - Conduct Turning Movement Traffic Counts
 - Conduct Traffic Signal Warrant Analysis
- Replace or Update All Warranted Signals**
 - Pedestrian Heads and APS
 - High Visibility Crosswalks
 - Vehicular Detection
 - FRA/Variable Mode (for Left Turn Lanes)
 - Retroreflective Backplates
 - Green Bike Lane Crossing Pavement Markings
 - Update Phasing and Timing

Collision History (2019-2023)



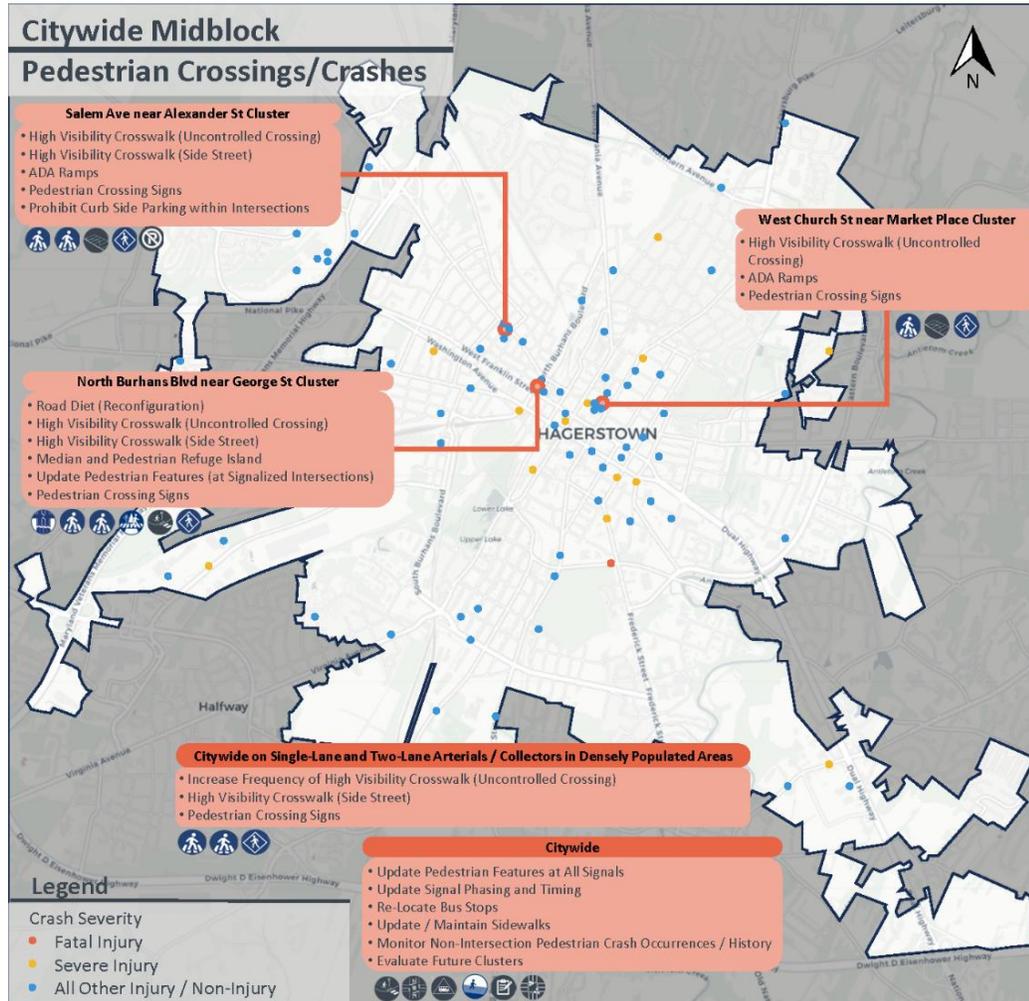
Notable Collision Patterns



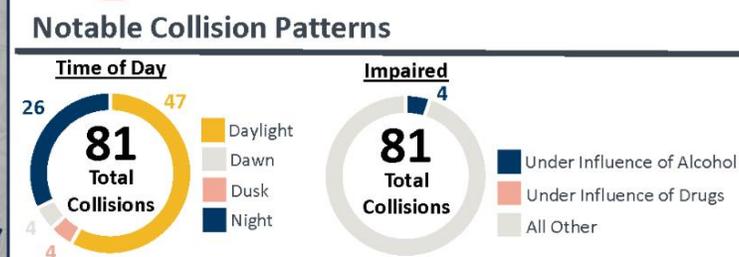
Planned Work

- Long Range Transportation Plan
 - Edgewood Dr – Widen to Four Lanes
 - MD 60 – Multi-Lane Urban Reconstruction
 - MD 65 – Widen to Four Lanes
 - US 11 - Widen to Four Lanes
- US-40 PSAP Pedestrian Signals
 - Locust St and Franklin St
 - Locust St and Washington St
 - Mulberry St and Washington St
 - Mulberry St and Franklin St
 - Prospect St and Washington St

Priority Citywide Mid-Block Pedestrian Crossings / Crashes

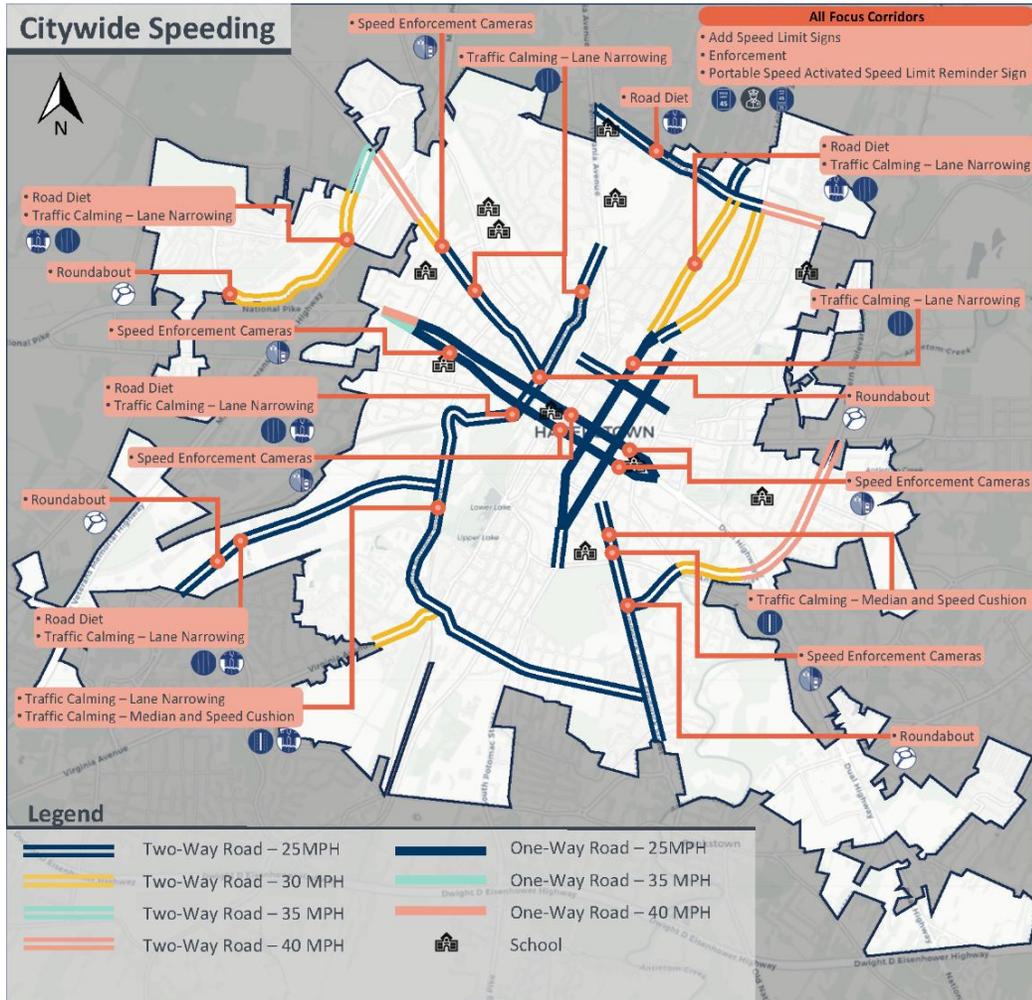


- ### Countermeasures
- ADA Ramps
 - Encourage Safe Crossing at Nearby Signalized Intersections
 - Update Pedestrian Features at All Signals
 - Update Signal Phasing and Timing
 - Evaluate Future Clusters
 - High Visibility Crosswalk (Side Street)
 - High Visibility Crosswalk (Uncontrolled Crossing)
 - Median and Pedestrian Refugee
 - Monitor Non-Intersection Pedestrian Crash Occurrences / History
 - Pedestrian Crossing Signs
 - Prohibit Curbside Parking within Intersection
 - Re-Locate Bus Stops
 - Road Diet (Reconfiguration)
 - Update / Maintain Sidewalks



- ### Planned Work
- Long Range Transportation Plan
 - Edgewood Dr – Widen to Four Lanes
 - MD 60 – Multi-Lane Urban Reconstruction
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 - Mulberry St and Franklin St
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Priority Citywide Speeding



Countermeasures

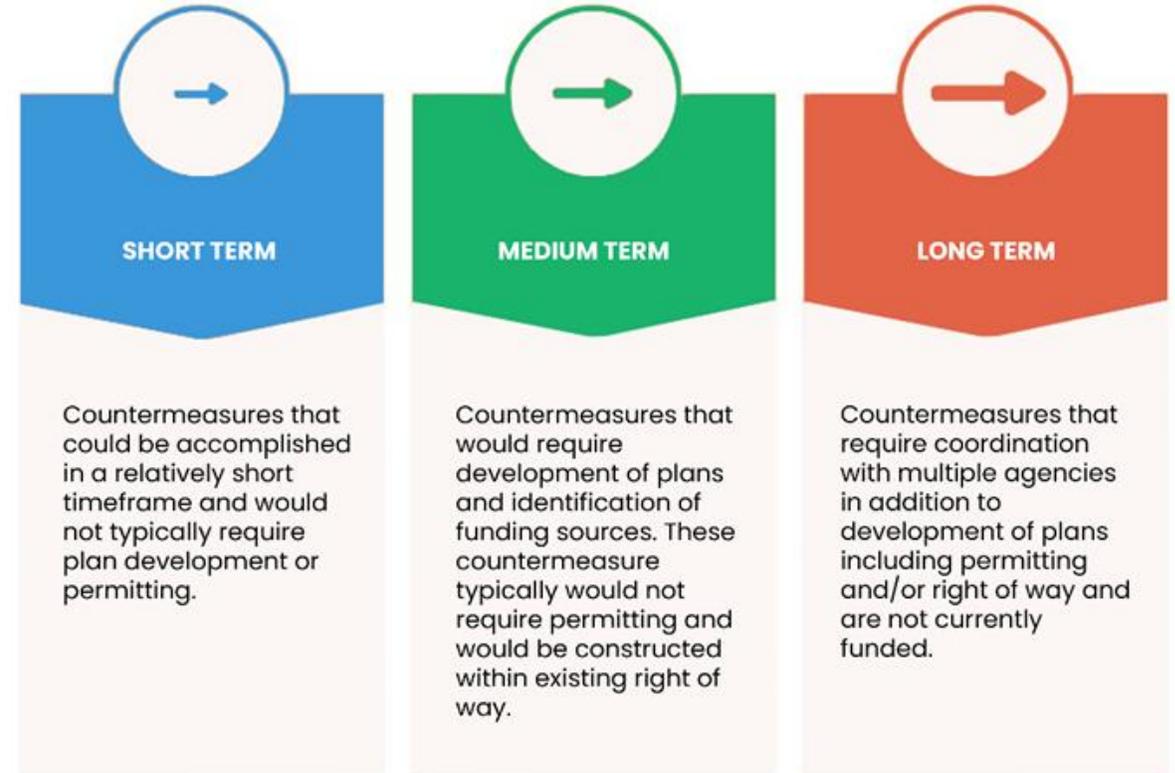
- Add Speed Limit Signs
- Enforcement
- Road Diet
- Roundabout
- Portable Speed Activated Speed Limit Reminder Sign
- Speed Enforcement Cameras
- Speed Feedback Signs
- Traffic Calming – Lane Narrowing
- Traffic Calming – Median and Speed Cushion



- ### Planned Work
- Long Range Transportation Plan
 - US 11 - Widen to Four Lanes
 - Wesol Blvd – Widen to Four Lanes
 - US-40 PSAP Pedestrian Signals
 - Locust St and Franklin St
 - Locust St and Washington St
 - Mulberry St and Washington St
 - Mulberry St and Franklin St
 - Prospect St and Washington St

Priority Corridor Profiles

- **Appendix B: Countermeasure Summaries and Costs**
- Potential Countermeasures
- Collision History & Patterns
- Any Planned Improvements
- Priority Corridors
 - Locust Street and Mulberry Street
 - Antietam Street



Locust Street and Mulberry Street



Locust St & Mulberry St

- Update Signing
- Update Pavement Markings
- Eliminate Left Turn Lane
- Update Signing
- Update Pavement Markings
- Update Lane Drop Pavement Markings and Signing
- Road Diet (Reconfiguration)

All Existing Signalized Intersections

- Conduct a Traffic Signal Warrant Analysis
- Convert Unwarranted Signals to All-Way Stops or Side Street Stops
- Update Traffic Signal
- Reflectorized Backplates
- Add APS/Pedestrian Actuation
- High Visibility Crosswalks
- Add No Turn on Red Signage
- Add Pedestrian Features
- Walkway Enhancements
- Update Clearance Interval Timing (Peds, Y and AR)
- Traffic Signal Coordination Retiming
- Add Bicycle Lane Features
- Update Signing

Length of Corridors

- Narrow Through Lanes to 10'
- Buffered Bike Lane
- Add Bicycle Lane Features
- Walkway Enhancements
- Utility Pole Relocation (For Sidewalk Width)
- Sign Pole Relocation (For Sidewalk Width)
- Underground Utilities

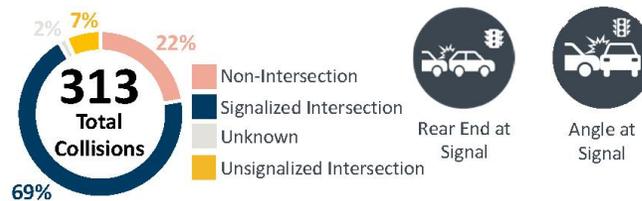
Countermeasures

- Add APS/Pedestrian Actuation
- Add Bicycle Lane Features
- Add No Turn on Red Signage
- Add Pedestrian Features
- Buffered Bike Lane
- Conduct a Traffic Signal Warrant Analysis
- Convert Unwarranted Signals to All-Way Stops or Side Street Stops
- Eliminate Left Turn Lane
- Extend One-Way SB on Mulberry
- High Visibility Crosswalks
- Narrow Through Lanes to 10'
- Reflectorized Backplates
- Relocate Mast Arm for Mulberry Approach
- Road Diet (Reconfiguration)
- Roundabout
- Sign Pole Relocation (For Sidewalk Width)
- Traffic Signal Coordination Retiming
- Underground Utilities
- Update Clearance Interval Timing (Peds, Y and AR)
- Update Lane Drop Pavement Markings and Signing
- Update Pavement Markings
- Update Signing
- Update Traffic Signal
- Utility Pole Relocation (For Sidewalk Width)
- Walkway Enhancements

Collision History (2019-2023)



Notable Collision Patterns



Planned Work

- US-40 PSAP Pedestrian Signals
 - Locust St and Franklin St
 - Locust St and Washington St
 - Mulberry St and Washington St
 - Mulberry St and Franklin St

Antietam Street



Antietam Street

- Update Pavement Markings
- Eliminate Parking Within Intersection
- Roundabout
- Road Diet (Roadway Reconfiguration)
- Walkway Enhancements
- Update Pavement Markings
- Relocate Utility Poles
- Prohibit Right on Red
- Add No Turn Signage
- Add Bicycle Lane Features
- Flashing Red Arrow/Time of Day
- Update Traffic Signal
- Prohibit Right on Red
- All Existing Signalized Intersections
- Retroreflective Backplates
- High Visibility Crosswalks
- Countdown Pedestrian Signals and APS Actuation
- Walkway Enhancements
- Traffic Signal Coordination Retiming
- Update Y and AR Clearance Intervals
- Vehicular Detection
- Update Traffic Signal
- Length of Corridor
- EB One-Way Conversion on Antietam St
- Road Diet (Roadway Reconfiguration)
- High Visibility Crosswalks
- Add Bicycle Lane Features
- Update Pavement Markings
- Update Traffic Signal
- Update Pavement Markings
- Prohibit Right on Red
- Update Pavement Markings

Countermeasures

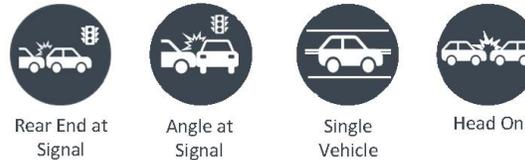
- Add Bicycle Lane Features
- Add No Turn Signage
- Auxiliary Supplemental Signal Heads
- Countdown Pedestrian Signals and APS Actuation
- EB One-Way Conversion on Antietam St
- Eliminate Channelized Right Turn
- Eliminate Parking within Intersection
- Flashing Red Arrow Left Turn/Time of Day
- High Visibility Crosswalks
- Install Delineation
- Prohibit Right on Red
- Relocate Utility Poles
- Retroreflective Backplates
- Revise Lane Configuration
- Road Diet (Roadway Reconfiguration)
- Roundabout
- Traffic Signal Coordination Retiming
- Update Pavement Markings
- Update Signal Phasing (Left Turns)
- Update Signing
- Update Traffic Signal
- Update Y and AR Clearance Intervals
- Vehicular Detection
- Walkway Enhancements

Collision History (2019-2023)



	Total Collisions	Fatal or Severe Injury
Car	147	4
Motorcycle	1	0
Bicycle	2	0
Pedestrian	4	0

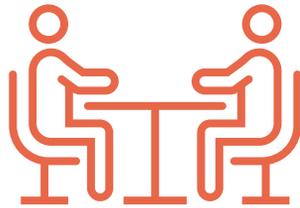
Notable Collision Patterns



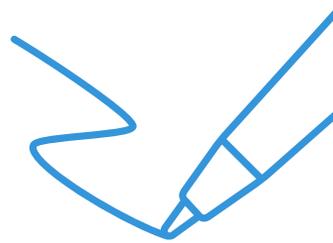
Planning References

- Bike/Pedestrian
- Designated VRU Corridor

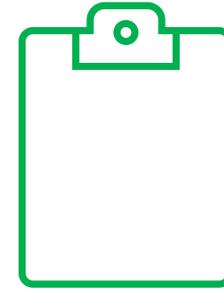
NEXT STEPS



Public Comment Period ends 5/2
Public Meeting 4/23
Respond to Public Comments
Finalize Hagerstown SAP



City Council
Adoption
May 2025



SS4A NOFO
Deadline 6/26/25