



2023

Annual Safety REPORT

PREPARED BY

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INTRODUCTION

Thank you to everyone who was able to join us for the Annual Safety Walk last fall. For nearly 20 years, the Student Government Association at UMD has been hosting this event. The Safety Walk is designed to unite students, administrators, staff, and community leaders in a collaborative effort to assess campus safety after dark, focusing on the College Park area and the campus itself. This year, we evaluated three main areas: North Campus, South Campus, and parts of College Park. Participants were encouraged to observe various aspects of safety, including lighting, infrastructure hazards (like faded signage and crosswalks), the functionality of Blue Light emergency stations, and the condition of accessible infrastructure.

We were honored to have members from the Division of Student Affairs, the University of Maryland Police Department, city council leaders, the Department of Facilities Management, and various student organizations join us at this year's Safety Walk. Together, we inspected the Blue Light stations along our routes and documented numerous concerns through photographs. We take great pride in organizing the Safety Walk each year and are thankful for the engagement and support from both the campus and city communities.

This report includes detailed maps, descriptions, quotations, and comments. The maps illustrate the routes we followed and highlight areas with lighting issues. The descriptions provide an overview of the safety conditions, enriched by insights and comments from students. This event plays a crucial role in voicing our needs as students and community members, and we eagerly anticipate future Annual Safety Walks.



ROUTES WALKED

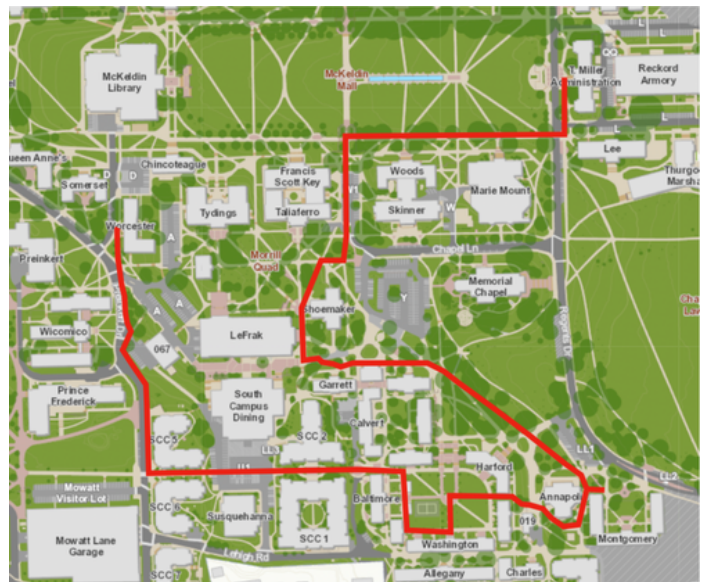
ROUTE A - NORTH CAMPUS

On the North Campus Route, we started at the Miller Administration Building and walked up the north side of the mall. We then crossed Campus Drive between the Edward St. John Learning Center and Hornbake Plaza. Next, we walked around the football stadium and through Heritage Community. Finally, we walked along Valley Drive, past Denton Community and the Clarice Performing Arts Center before returning to the Miller Administration Building.



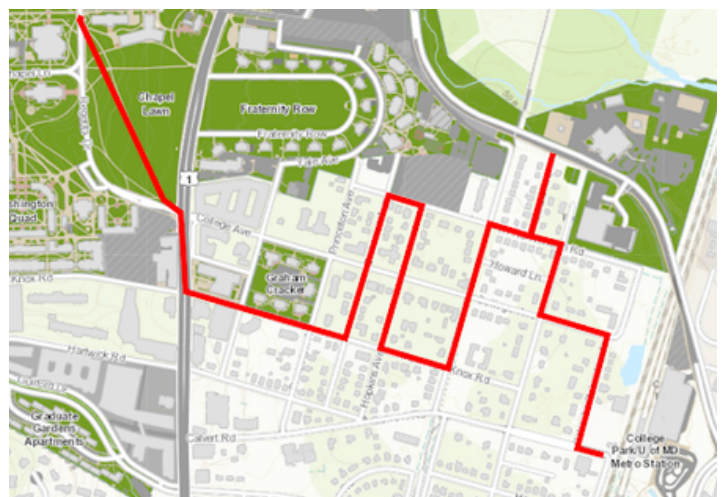
ROUTE B - SOUTH CAMPUS

On the South Campus Route, we began at the Miller Administration Building and walked up the south side of McKeldin Mall. We turned left towards south campus between the Francis Scott Key and Woods Buildings. We then moved towards Washington Quad and other south campus dormitories. Finally, we walked through South Campus Commons, then followed Preinkert Drive to Worcester Hall before concluding.



ROUTE C - CITY OF COLLEGE PARK

On the City of College Park Route, we began at the College Park Metro Station and walked north along Columbia Ave then turned left onto College Ave. From there, we moved west, alternating between Norwich and Knox Ave, until we reached Dickenson Ave. Then we proceeded west on Knox Ave until we reached Baltimore Ave. Finally, we turned back towards McKeldin Mall and concluded at The Armory.



ROUTE A RESULTS

Mobility Findings:

- Metal plates on Campus Dr. could pose challenges for mobility aid or micro-mobility device users.
- A raised pavement ridge in the Varsity Sports Field House parking lot could trip or hinder mobility aid and micro-mobility users.
- The tarp on Hornbake fountain could trip people in dim light.
- Several sidewalks around Fieldhouse Dr and Ellicott Quad lacked tactile paving for road transitions.
- Stadium Drive's tactile paving near Ellicott Quad differed from other campus dome-shaped patterns cutaways.
- Ellicott Quad lacked direct ramp access.

Route A Summary:

In Route A, lighting varied significantly across different areas. Places equipped with wall packs, like near Hornbake Plaza, generally had better illumination. However, the pedestrian path near Shipley Field suffered from inadequate lighting. Additionally, several outdoor lights were found to be malfunctioning or powered down in various locations along the route. Another notable observation was the absence of tactile paving surfaces at several pedestrian crossings across the northern campus area.

Lighting Findings:

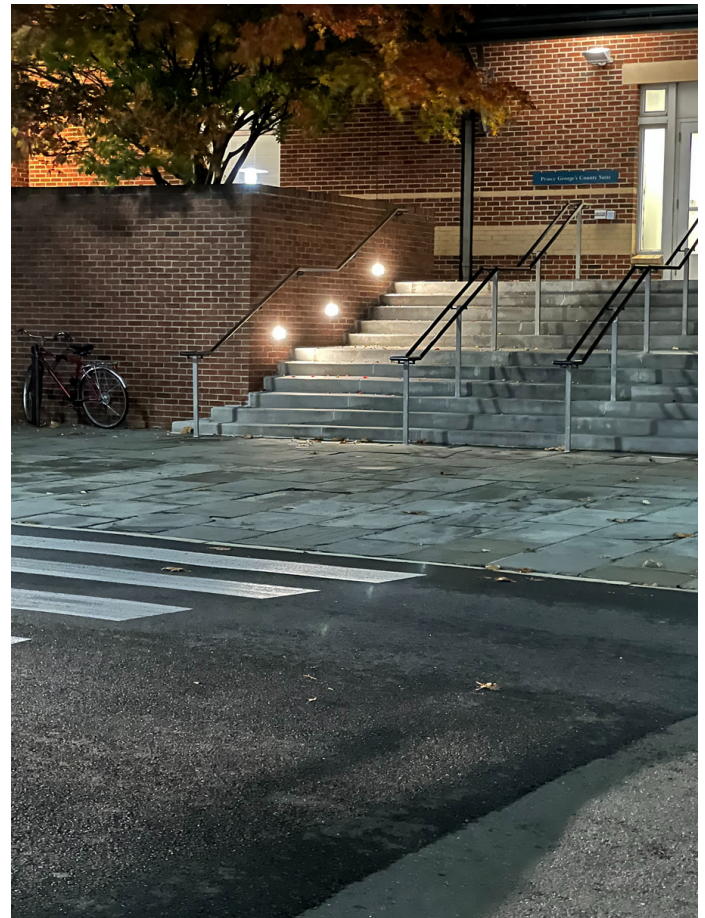
- Wall packs improved visibility in front of the Patuxent Building.
- Poor lighting on the pedestrian path between Shipley Field and SECU Stadium.
- Lights were malfunctioning or off in bollards near the Stadium gates on Alumni Dr, outside of the maintenance building near the Varsity Team House, and outside of the Edward St. John Teaching and Learning Center.



ROUTE B RESULTS

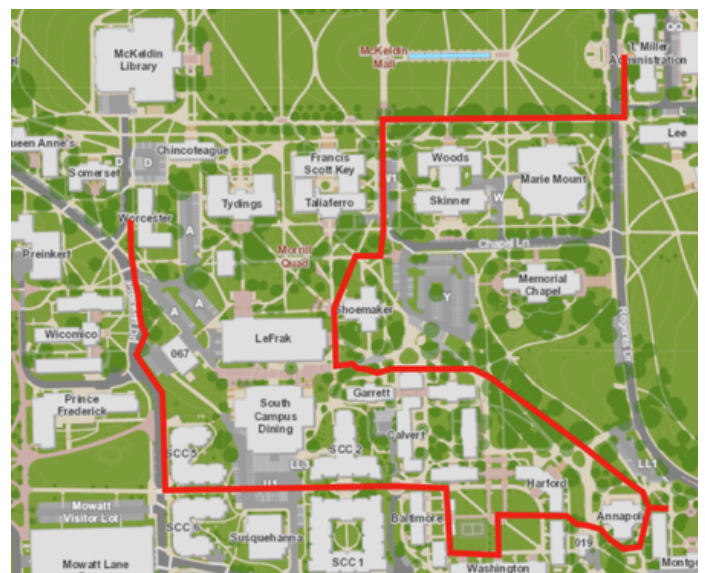
Route B Summary:

The main concerns during the walk, particularly in the South Hill community, were lighting issues. These include a lack of signage causing confusion, insufficient lighting near the M circle, and dark spots around various parking lots. Specific concerns include the need for a crosswalk sign near Annapolis Hall, lighting for the crosswalk near Hillel, and the absence of lighting near the Mowatt Lane Garage entrance, where merging lanes pose safety risks.



Findings:

- Lighting issues were the main concern throughout the entire walk, especially in the South Hill community.
- Lack of speed limit signs.
- No bikeways signs indicating that "bike lanes are coming," leading to confusion.
- Lighting near the new M circle is lacking, with bulbs almost always out.
- Around Lot 1, Lot 3, and Van Munching, there are massive dark spots.
- No lighting near the Hillel crosswalk.
- No lighting from lanes merging near the Mowatt Lane Garage entrance.



ROUTE C RESULTS

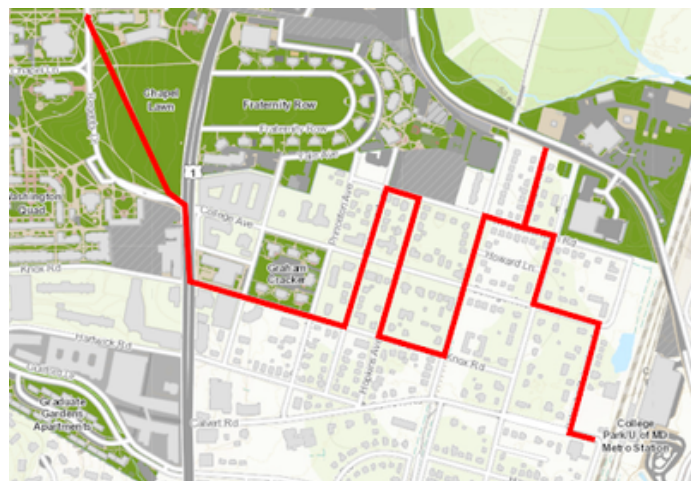
Route C Summary:

The parking lot at Leonardtown lacks speed limit signs, increasing the risk of accidents due to poor visibility from inadequate lighting. Additionally, the absence and unpainted nature of crosswalks, extending to other areas like Sorority Row and the South Campus Off-Campus area near Aster, pose many pedestrian safety hazards due to insufficient infrastructure.



Findings:

- Leonardtown Parking Lot has no speed limit signs, increasing the risk of accidents.
- Lighting in the parking lot was inadequate.
- No crosswalks are available in the parking lot.
- The neighborhood of Sorority Row lacks sufficient lighting.
- Sorority Row also lacks speed limit signs or stop signs.
- In the South Campus Off-Campus area near Aster, there is a lack of crosswalks for students.
- No stop signs are present in the South Campus Off-Campus area near Aster.
- The area near Trader Joe's lacks crosswalks for students in Aster.
- There are no crosswalks for the graduate hills apartment areas.
- Aster lacks stop signs.
- Crosswalk lines overlap with each other.
- There is a lack of speed limit signs outside of Aster.
 - The roadway outside of Aster lacks signs indicating it is a one-way street.



RECOMMENDATIONS

IMPROVEMENTS BASED ON FINDINGS:

MORE FREQUENT AUDITING OF LIGHTING ON CAMPUS

INSTALL MORE LIGHTING

INCREASED SIGNAGE

INCREASE CROSSWALK VISIBILITY AND AVAILABILITY

MEANS OF IMPROVEMENT:

HOLD MORE SAFETY WALKS OR ACCESSIBILITY AUDITS WITH STAKEHOLDERS

SEEK EXTERNAL FUNDING TO UPGRADE CAMPUS LIGHTING IF NOT BUDGETED

UPDATE SIGNAGE FOR ALL USERS, INCLUDING CARS, MICRO-MOBILITY, ETC.

REPAINT AVAILABLE CROSSWALKS AND ADD PEDESTRIAN CROSSING SIGNS.

STUDENT RESPONSES

“WHAT AREAS ON CAMPUS DO YOU FEEL NEED TO BE IMPROVED?”

“IN FRONT OF SOUTH CAMPUS DINING HALL, THERE IS A LOT OF BIKE AND SCOOTER TRAFFIC MIXING WITH PEDESTRIAN TRAFFIC. WHILE CYCLISTS AND SCOOTER RIDERS SHOULD WALK THEIR VEHICLES IN THIS AREA, THAT'S JUST NOT REALISTIC. THERE ARE NO STREETS CONNECTING FROM THE WEST TO THE EAST SIDE OF THE DINING HALL WITHOUT RIDING NORTH ALL THE WAY TO FIELDHOUSE DRIVE, PARTIALLY DUE TO PURPLE LINE CONSTRUCTION.”



“I BELIEVE THE EASIEST AND SIMPLEST SOLUTION IS TO PAINT A DEDICATED 2-WHEEL VEHICLE RIGHT-OF-WAY ON THIS SIDEWALK. THIS WAY, SCOOTERS AND BIKES WILL BE SEPARATED FROM PEDESTRIANS, WITHOUT RELYING ON CYCLISTS VOLUNTARILY TAKING A 10-MINUTE DETOUR TO THE NEAREST STREET.”

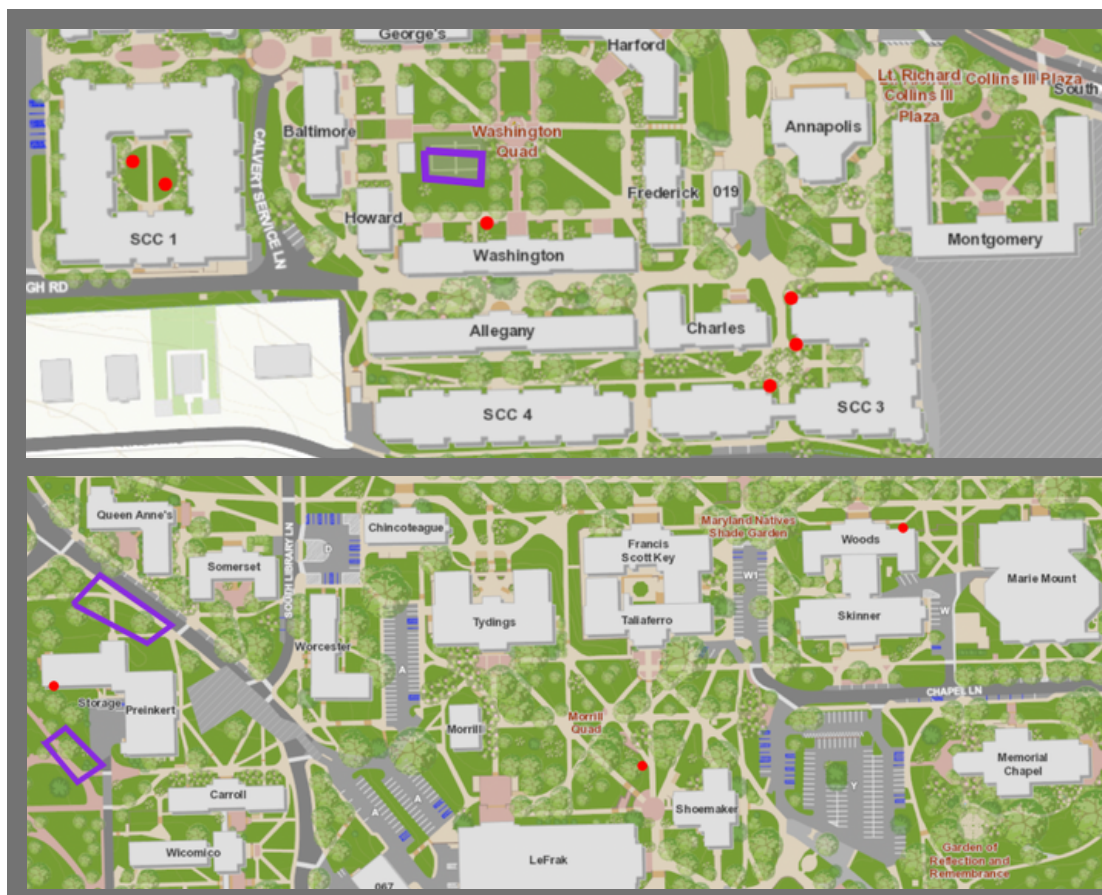
“Parking in Lot Y”

“Tactile Indicators on sidewalks”



Key:

-  Broken lamps
-  Dim high-traffic area





CONCLUSIONS AND LOOKING TO THE FUTURE

This year, our most pressing concerns revolve around hazards that compromise the accessibility and equity of UMD. Participants specifically pointed out the insufficient lighting and inadequate hardscape infrastructure, which are essential for ensuring both **safety and accessibility**. In this report, we outline several recommendations designed to address the problems identified during the 2023 Safety Walk.

Furthermore, we recognize the importance of delving deeper into some of the pervasive accessibility issues highlighted in this report. As a result, we are planning to conduct a more thorough examination of these challenges and **extend an open invitation to all who are interested in further identifying and mitigating accessibility barriers across the campus with the SGA Committee on Transportation and Infrastructure this spring.**

Your participation and insights will be invaluable as we strive to make UMD a more **accessible and equitable environment for everyone**. Together, we can continue to build on the progress made during the Safety Walk and work towards implementing effective solutions.