

# Maryland



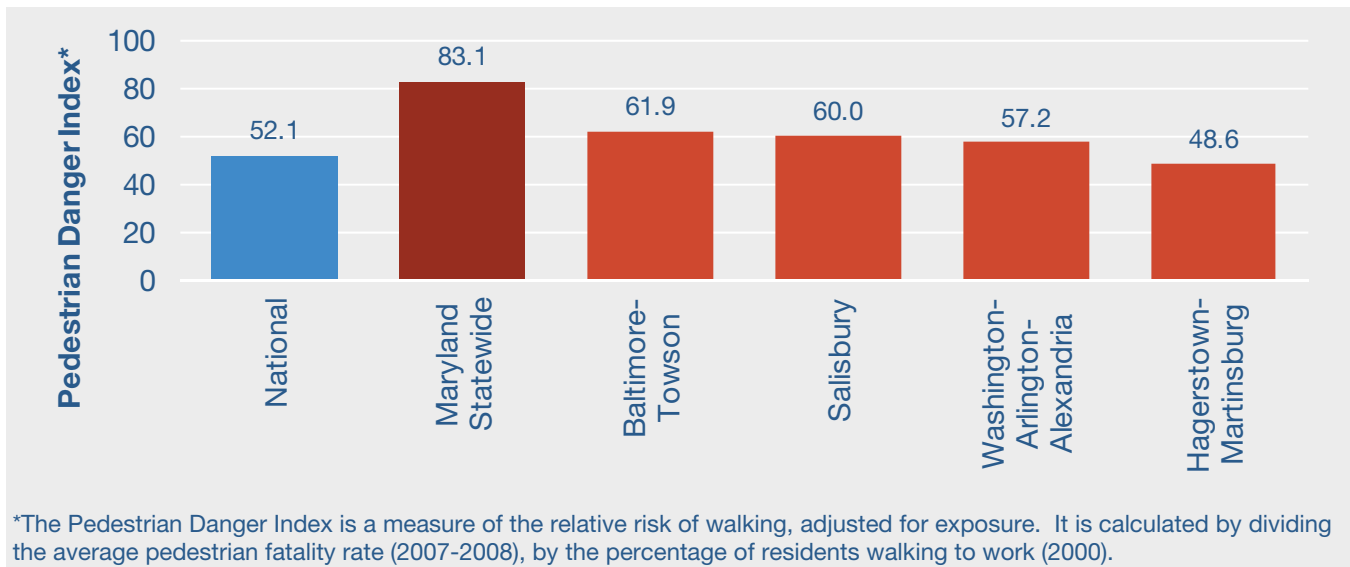
Walking on streets designed more for speeding cars than for people on foot can be deadly. More than 4,500 Americans died last year while crossing the street, walking to school, going to a bus stop, or strolling to the grocery store. But *not* walking is equally as hazardous. Partly out of traffic safety fears, people are walking less these days, with serious consequences for our weight and health. The CDC reports that two-thirds of Americans are now overweight or obese.

The good news is that communities that choose to change road policies and invest in safer designs see fewer deaths and injuries, even as they make their neighborhoods more livable and invite more people to walk and bicycle. Though growing in number, these places are still the exception rather than the rule.

Statewide  
Pedestrian  
Fatalities  
(2007-2008)

**234**

## The Risk of Walking in Selected Maryland Metro Areas



Total traffic deaths that were pedestrians

**11.8%**  
US AVERAGE

**19.4%**  
MARYLAND

Pedestrian fatalities per 100,000 people

**1.53**  
US AVERAGE

**2.08**  
MARYLAND

## Maryland Metropolitan Areas Ranked by the Danger to Pedestrians

Rank	Metro Area	Population (2008)	Pedestrian Danger Index	Pedestrian Fatalities (2007-2008)	% of Total Traffic Deaths that Were Pedestrians	Avg. Annual Fed. \$ Spent on Bike/Ped per Person
1	Baltimore-Towson	2,667,117	61.9	97	19.7%	\$0.59
2	Salisbury	120,165	60.0	4	11.8%	\$0.00
3	Washington-Arlington-Alexandria	5,358,130	57.2	186	21.4%	\$1.19
4	Hagerstown-Martinsburg	263,753	48.6	5	5.7%	\$0.64
5	Philadelphia-Camden-Wilmington	5,838,471	44.3	201	19.8%	\$1.24
6	Cumberland	99,033	0.0	0	0.0%	\$0.00

## Federal Funds Spent on Pedestrian Projects in Maryland (FY2005-FY2008)

Total Federal Transportation Funds Available in Maryland

**\$1.80**  
Billion

Portion of Federal Funds Spent on Pedestrian Projects

**0.6%**

Amount Spent per Person on Pedestrian Facilities and Safety

**\$.45**