

Goal: Enhance Safety and Security

Protect The Safety and Security of All Residents, Workers and Visitors

Key Outcomes: Four objectives and 12 performance measures support our goal to enhance safety and security. By protecting the safety of all residents, workers and visitors, we will work to achieve zero traffic-related fatalities and serious injuries.

Aligned with Vision Zero, this goal focuses on ending all traffic deaths on Maryland's roadways. MDOT aims to reduce traffic safety disparities, improve the safety of roadway workers, eliminate transit and rail fatalities and serious injuries, enhance infrastructure for pedestrians and cyclists and maintain effective responses to weather and incidents.

MDOT will make significant progress towards its safety targets through the 2021-2025 Strategic Highway Safety Plan (SHSP) and the Triennial Highway Safety Plan, both of which will be updated in the coming year, as well as the recently updated statewide 2050 Bicycle and Pedestrian Master Plan (BPMP). MDOT continues to focus on the following safety emphasis areas to improve performance:

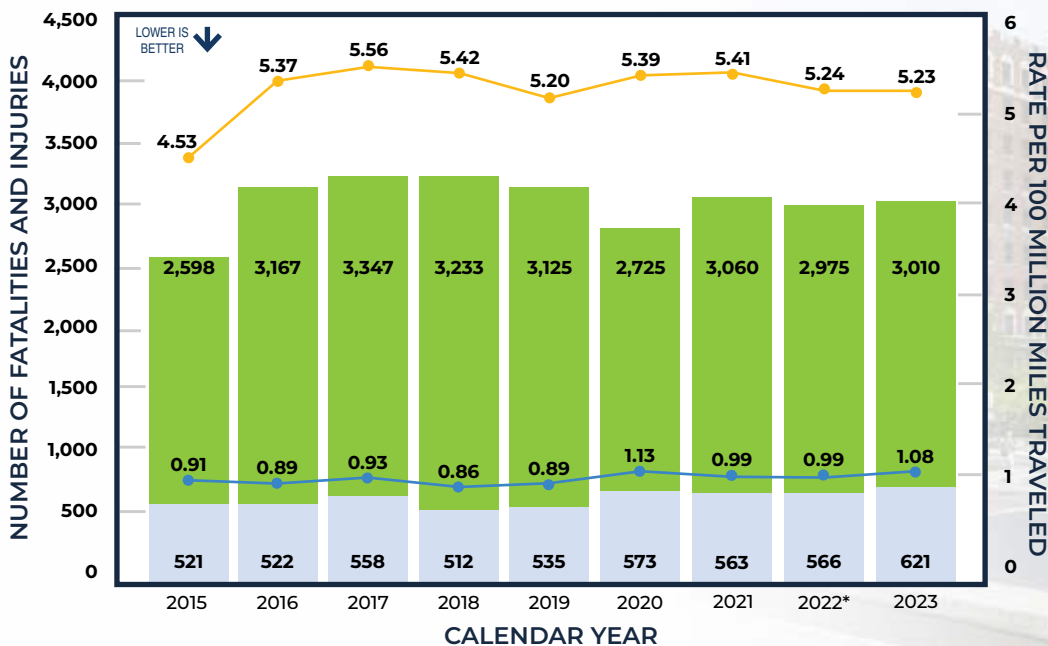
- Distracted driving
- Impaired driving
- Infrastructure
- Occupant protection
- Pedestrians and bicyclists
- Speed and aggressive driving



Objective: Reduce the Number of Lives Lost and Injuries Sustained on Maryland's Transportation System



ANNUAL NUMBER OF FATALITIES ON ALL MARYLAND PUBLIC ROADS & ANNUAL NUMBER OF SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS



- Annual number of traffic fatalities on all public roads in Maryland (including MDTA-owned roads)
- Annual number of serious injuries on all public roads in Maryland
- Traffic fatality rate per 100 million miles traveled on all public roads in Maryland
- Serious injury rate per 100 million miles traveled on all public roads in Maryland

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

*Data have been revised from previous report.

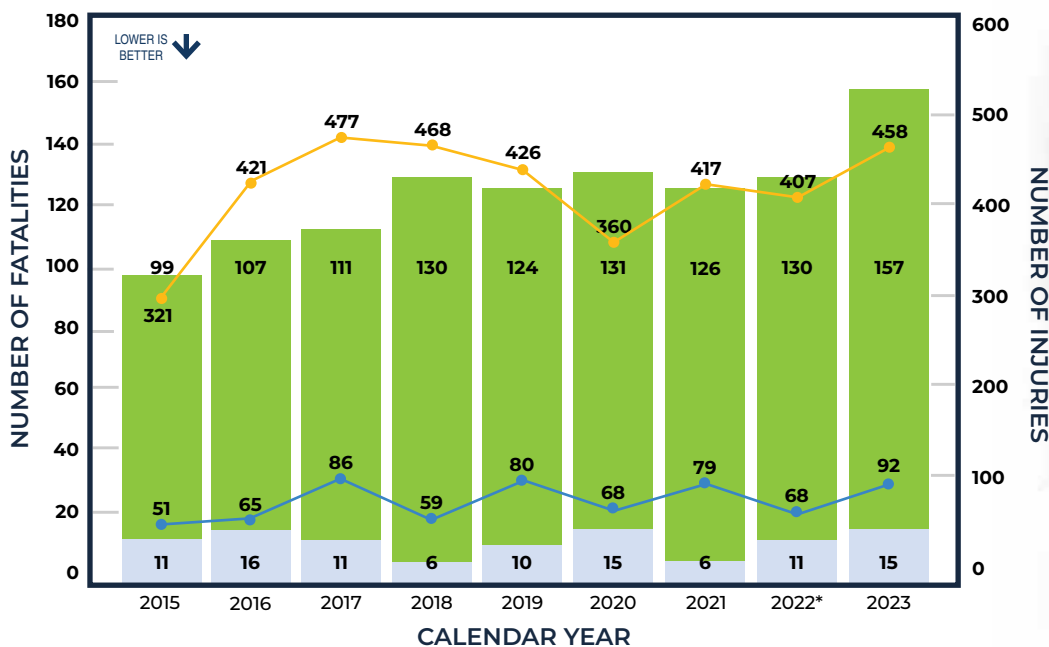
What Is the Trend?

- Traffic fatalities rose by 9.7% to 621 in 2023 from 566 in 2022. The fatality rate rose by 8.6% from 0.99 to 1.08, while Vehicle Miles Traveled (VMT) increased by only 1.3%. Overall, serious injuries remained stable with only a 1.1% increase in 2023 compared to 2022.
- In June 2023, the MVA Maryland Highway Safety Office (MHSO) conducted its annual seat belt survey at 140 sites, observing 50,358 vehicles. The survey showed a slight decrease in seat belt usage to 92.1% from 92.7% in 2022. Unrestrained occupant fatalities fell to 115 from 146 in 2022, but the number of unknowns increased from 39 to 74, indicating issues with crash report data. Despite some long-term progress, almost 10% of Maryland drivers remain unrestrained and almost half of those killed in crashes were not wearing seat belts. Research indicates that if 100% of occupants had been restrained in 2023, an estimated 52 lives could have been saved.

What Are Future Strategies?

- MDOT will employ a comprehensive strategy to address critical issues such as distracted and impaired driving, roadway environment, occupant protection and pedestrian and bicycle safety.
- MDOT plans to enhance enforcement, promote safety through outreach and media campaigns and support legislative and technological advancements, in conjunction with engineering and infrastructure improvements.
- MHSO is researching police discretion in traffic stops to adapt enforcement strategies. Some jurisdictions are increasing automated enforcement, a strategy that MHSO is studying for effectiveness.
- In September 2024, Governor Moore announced \$13.3 million in federal highway safety grants to 87 organizations across Maryland as part of a Statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.
- MDOT will update the SHSP for 2026-2030, incorporating the Safe Systems Approach, with the goal of preventing injuries and fatalities.

ANNUAL NUMBER OF BICYCLE AND PEDESTRIAN FATALITIES AND SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS



- Number of bicycle fatalities on all public roads in Maryland
- Number of pedestrian fatalities on all public roads in Maryland
- Number of bicycle serious injuries on all public roads in Maryland
- Number of pedestrian serious injuries on all public roads in Maryland

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

* Data have been revised from previous report.

What Is the Trend?

- In CY 2023, 621 people were killed, including 157 pedestrians and 15 bicyclists, an increase compared to CY 2022 with 566 fatalities, including 130 pedestrian and 11 bicyclists. Both pedestrian and bicycle serious injuries also increased in 2023, with bicycle serious injuries peaking at 92, the highest over the last nine years.
- MDOT is advancing pedestrian and bicycle infrastructure projects through the Pedestrian Safety Action Plan (PSAP), on US 1 (Washington Boulevard), MD 410 (East West Highway), and has made notable improvements on Old Georgetown Road.
- SHA's Pedestrian and Bicyclist Fatalities Infrastructure Review, which began in April 2023, evaluates fatal crashes to identify factors like road design and conditions, supporting innovative safety measures where standard solutions fall short. The results are posted online for the public to view in an interactive map.

What Are Future Strategies?

- In September 2024, Governor Moore announced \$16 million in grants for 36 bicycle, pedestrian and trail projects across Maryland. The grants will benefit 36 projects, from the retrofitting of a trail-highway crossing to new bike paths and pedestrian improvements in school zones, including \$13.9 million in federal funding

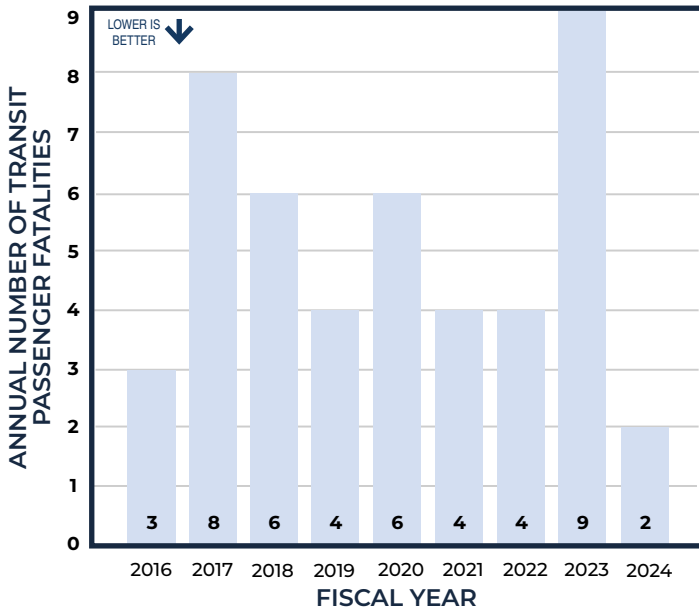
awarded to 26 projects through the Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP) and \$2.1 million in State funding for 10 projects through the Kim Lamphier Bikeways Network Program.

- MHSO continues to work with metropolitan planning organizations (MPOs) in Maryland to promote the pedestrian and bicycle safety high visibility enforcement campaigns, Look Alive (Metro Subway) and Street Smart (Washington Metro).
- Several Maryland localities received about \$4 million in U.S. Department of Transportation (USDOT) Safe Streets for All (SS4A) grants Rounds 1 and 2, including Garrett County, City of Annapolis, City of College Park, City of Greenbelt, City of New Carrollton, City of Takoma Park, Laurel City, Montgomery County, Town of La Plata, Town of Perryville and University of Maryland in College Park.
- MDOT is implementing the new Complete Streets Policy adopted in 2024 first by administering training and engaging stakeholders. The PSAP also will continue to be put into action, with the first five PSAP Corridors currently underway and eight more chosen for Round 2.





ANNUAL NUMBER OF TRANSIT PASSENGER FATALITIES*



What Is the Trend?

- The number of transit passenger fatalities reduced to two in FY 2024 from a recent high of nine in FY 2023. These trends are a departure from previous years, which showed a decline even pre-pandemic when transit service was at the highest capacity.

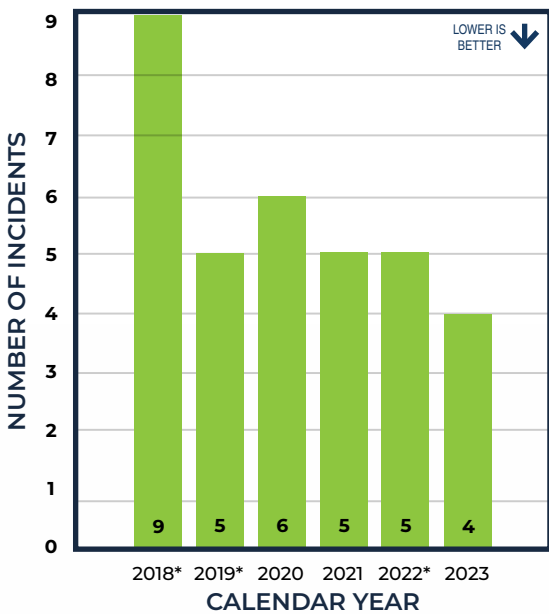
What Are Future Strategies?

- MTA continues to provide routine maintenance and inspections at stations and on guideways to reduce safety concerns around physical infrastructure. They also continued instituting safety management system policies and protocols to be more proactive in mitigating safety events, such as posting 988 (Suicide and Crisis Lifeline) signage at all rail stations over the past year.

TARGET: ZERO FATALITIES

* The previously reported transit passenger serious injuries has been removed due to lack of data available to MTA.

ANNUAL NUMBER OF AT-GRADE RAILROAD CROSSING INCIDENTS RESULTING IN INJURY OR FATALITY



What Is the Trend?

- Annual fatalities and injuries from at-grade rail crossings are relatively low and the numbers have generally decreased since the peak in 2018. In CY 2023, notable achievements included the completion of three safety upgrade projects and the initiation of seven new projects under the Section 130 Program.
- The Maryland Operation Lifesaver Program made significant outreach efforts in 2023, with volunteers delivering 16 presentations and engaging approximately 4,340 people at various events, such as posting 988 (Suicide and Crisis Lifeline) signage at all rail stations over the past year.

What Are Future Strategies?

- MTA will continue outreach through the Maryland Operation Lifesaver program while expanding social media engagement on MDOT platforms. Additionally, MDOT will keep initiating safety projects under the Section 130 Program and develop a pipeline of upcoming projects.
- MDOT will continue to pursue federal grants through the Consolidated Rail Infrastructure and Safety Improvements Program and the Railroad Crossing Elimination Program to improve rail safety at grade crossings.

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

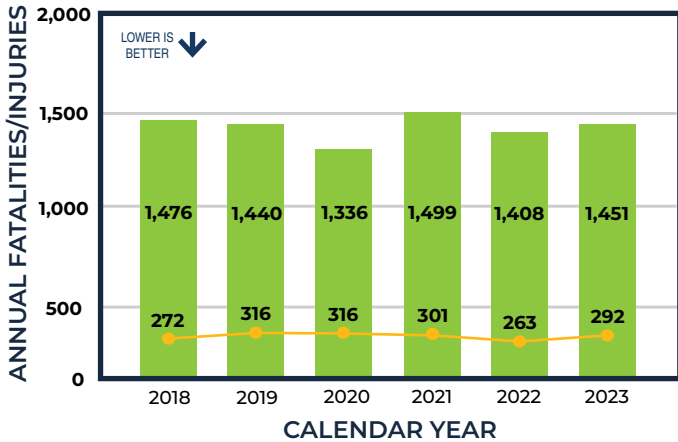
* Data have been revised from previous report.



Objective: Minimize Disparities in Safety Across Maryland's Diverse Communities



ANNUAL NUMBER OF FATALITIES AND SERIOUS INJURIES ON MARYLAND PUBLIC ROADS IN TRANSPORTATION DISADVANTAGED COMMUNITIES*



■ Annual number of serious injuries in transportation disadvantaged communities
● Annual number of fatalities in transportation disadvantaged communities

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

* The USDOT made corrections to the Equitable Transportation Community Explorer in September 2023, after MHSO processed the fatalities and serious injuries by transportation disadvantaged census tracts. In processing the most recent dataset, 512 census tracts were identified as transportation disadvantaged, whereas last year's processing identified 375. The years 2018-2022 have been rerun for these census tracts and 2023 is added for this year's report.

What Is the Trend?

- Initial analysis indicates that 33% of Maryland's population reside in disadvantaged tracts; during the last nine years, 50% of traffic fatalities and pedestrian fatalities and almost 50% of all serious injuries occur in these disadvantaged tracts. Additional analysis is needed to see if the populations themselves are similarly at risk and affected.

What Are Future Strategies?

- MHSO will continue to focus on transportation disadvantaged zip codes with outreach and education and document the number of events and persons reached through community engagement in these areas during the federal fiscal year, dependent on resources, partners and available funding.

Objective: Address Multimodal Safety Needs To Support a Safe, Low Stress and Secure Transportation System



PREVENTABLE INCIDENTS PER 100,000 VEHICLE MILES ON TRANSIT*

| FISCAL YEAR | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--|------|------|------|------|------|------|------|------|
| Preventable Incidents Per 100,000 Vehicle Miles | | | | | | | | |
| Metro Subway | 0.3 | 0.15 | 0.2 | 0.1 | 0.11 | 0.12 | 0.05 | 0.09 |
| Light Rail | 0.27 | 0.39 | 0.37 | 0.3 | 0.65 | 0.5 | 0.57 | 0.31 |
| Paratransit/Taxi Access | 1.04 | 0.77 | 1.32 | 1.4 | 1.8 | 1.68 | 1.63 | 1.39 |
| Local Bus | 1.54 | 1.44 | 1.76 | 1.5 | 1.17 | 1.67 | 1.57 | 1.8 |

TARGET: 1.5 METRO SUBWAY; 1.5 LIGHT RAIL; 1.75 PARATRANSIT/TAXI ACCESS; 1.6 LOCAL BUS

* Data have been revised from previous report.

What Is the Trend?

- Preventable incidents per 100,000 vehicle miles on transit increased between FY 2023 and FY 2024 for Metro Subway and Local Bus, while Light Rail and Paratransit/Taxi Access incidents decreased. Overall, Metro Subway still has the lowest number of incidents per 100,000 vehicle miles on transit compared to other MTA modes, with Local Bus with the highest.

What Are Future Strategies?

- MTA continues to offer extensive training to its operators to help reduce incidents. Operators involved in incidents receive additional targeted training to address and mitigate future occurrences. MTA Operations continues to issue daily bulletins to operators, highlighting areas or situations that may present increased risks. MTA Maintenance Teams continue to track preventative maintenance diligently to minimize incidents related to vehicle failures.

MILES OF NEW SHA SIDEWALKS ADDED IN MARYLAND*



TARGET: 5 MILES OF NEW SHA SIDEWALK ADDED ANNUALLY

*This is a new measure, replacing the previous measure "Percentage of State-Owned Roadway Directional Miles Within Urban Areas That Have Sidewalks."

What Is the Trend?

- Since 2021, Maryland has constructed almost 20 miles of new sidewalks. In CY 2023, 5.2 miles of new sidewalks were added, representing a 25% decrease compared to CY 2022.
- MDOT invested \$6.9 million in FY 2024 to design and construct new sidewalks and pedestrian facilities, including the construction of new sidewalks along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County and MD 7 (Delaware Avenue) in Elkton.
- In December 2023, SHA announced five corridors where the PSAP and the State's Complete Streets policy will be implemented to create example projects using roadway features that enhance safe multi-modal connections.

What Are Future Strategies?

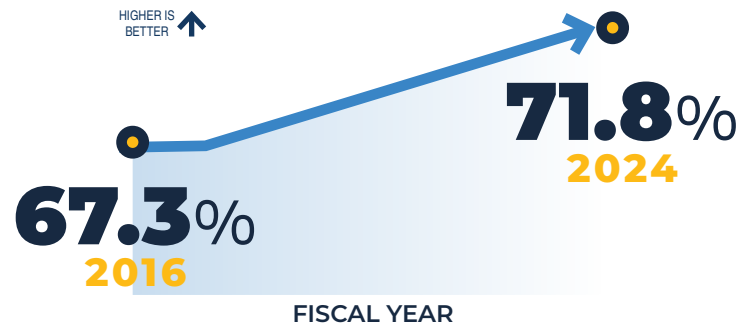
- SHA is partnering closely with other partners and stakeholders to leverage federal funding sources to facilitate future projects. SHA also will evaluate further mechanisms to address gaps in priority corridors proactively. PSAP corridors are now being developed into projects to further enhance pedestrian and other vulnerable road users' accessibility and mobility along State roadways. Eight PSAP corridors have been added to the five original ones as of FY 2025.

PERCENT OF SIDEWALKS THAT MEET AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE



What Is the Trend?

- The percentage of Maryland sidewalks that are ADA accessible has continued to steadily grow, with a 0.4% increase between FY 2023 and FY 2024.
- SHA invested \$4.25 million in FY 2024 to design and construct sidewalk improvements to address ADA accessibility.
- Previous sidewalk projects were delivered through areawide contracts and right-of-entry agreements. In order to expand the program and meet new Public Right-of-Way Accessibility Guidelines, these projects now utilize batch contracts and require full permitting and utility and right-of-way clearances prior to advertisement, which has impacted overall design schedules.



TARGET: INCREASE SIDEWALKS THAT MEET ADA COMPLIANCE BY 2% ANNUALLY

What Are Future Strategies?

- Previous projects did not include permitting and right-of-way acquisitions during the design phase. Batched contracts, or one larger contract for multiple smaller projects, require permits and right-of-way prior to bidding, so the design process is now longer but will be more comprehensive.



MILES OF LOWER LEVEL OF TRAFFIC STRESS (LTS) SCORE



LTS is a measure of how stressful or comfortable a bicycle facility is for different types of cyclists from LTS 1 which is comfortable for almost everyone to LTS 5, which is bike-access prohibited.

| LTS | TARGET AUDIENCE | BICYCLE FACILITY TYPES | TRENDS (FY 2023-FY 2024) |
|-----|---------------------------|---|--|
| 1 | ALMOST EVERYONE | Protected bikeways, sidepaths | <p>116 2023* → 125 2024</p> <p>FISCAL YEAR</p> |
| 2 | INTERESTED, BUT CONCERNED | Bike lanes, bike boulevards | <p>387 2023* → 390 2024</p> <p>FISCAL YEAR</p> |
| 3 | ENTHUSED AND CONFIDENT | Bike lanes, shared lanes, shoulders | <p>519 2023* → 530 2024</p> <p>FISCAL YEAR</p> |
| 4 | STRONG AND FEARLESS | No bike facility or on arterial road-ways | <p>3,448 2023* → 3,462 2024</p> <p>FISCAL YEAR</p> |
| 5 | BIKE ACCESS PROHIBITED | Bicycle access is prohibited by managing roadway agency | <p>1,475 2023* → 1,263 2024</p> <p>FISCAL YEAR</p> |



What Is the Trend?

- The SHA centerline mileage with LTS ratings of 1, 2 and 3 continued to increase in FY 2024, however did not see as large of an increase as between FY 2022 and FY 2023.

What Are Future Strategies?

- The Maryland State Transportation Trails Strategic Plan, announced in September 2024, will provide toolkits and resources to expand and enhance the State's transportation trail network to connect communities and promote active transportation.
- In June 2024, Secretary Wiedefeld signed the new Department-wide Complete Streets Policy to ensure road designs accommodate all users, including cyclists and pedestrians, enhancing safety and accessibility.
- MDOT is currently updating the 2023 Maryland Vulnerable Road User Assessment, which aims to improve road users' safety by evaluating and addressing the needs and risks of vulnerable road users.

TARGET: OVERALL INCREASE IN SHA CENTERLINE MILEAGE WITH LTS SCORES OF 1 AND 2

*Data have been revised from previous report.



Objective: Maintain a Safe System During Adverse Weather Events, Man-Made Threats and Other System Disruptions



INCIDENT (COORDINATED HIGHWAYS ACTION RESPONSE TEAM, OR CHART) RESPONSE AND CLEARANCE TIMES



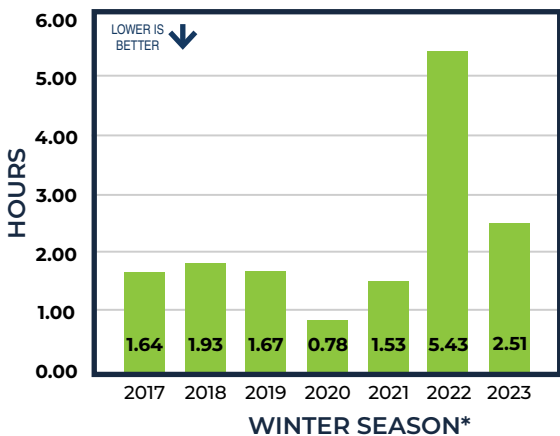
What Is the Trend?

- CHART's average incident response time in CY 2023 remained consistent with the previous year at 12 minutes, whereas the average clearance time with CHART decreased in CY 2023 to 25.4 minutes from 26 minutes in CY 2022, representing a slight improvement in safety and mobility as normal traffic operations could resume more quickly.
- CHART responded to 70,533 incidents and disabled vehicles in CY 2023.

What Are Future Strategies?

- Evaluation of the CHART Patrol Program will continue to identify ongoing improvements in reducing roadway delays and user cost savings. Additional Intelligent Transportation Systems (ITS) assets will be deployed, including closed-circuit television (CCTV) cameras and traffic detectors, to enhance traffic monitoring and traveler information.

AVERAGE TIME TO RESTORE NORMAL OPERATIONS AFTER A WEATHER EVENT (ROADWAY CLEARANCE TIMES FOR WEATHER EVENTS)



TARGET: 1.5 HOURS OR FEWER TO REGAIN BARE PAVEMENT

*The years refer to the winter season, with 2023 indicating the winter season that ended in March 2024.

What Is the Trend?

- During the 2023-2024 winter season, service levels improved by 46% compared to the previous season, down from 5.43 hours to regain bare pavement to 2.51 hours.
- Both an increase in resource use (salt/brine) and below average snowfall accumulations contributed to a reduction in the time required to achieve bare pavement Statewide.

What Are Future Strategies?

- SHA is procuring information technology services to make better decisions on resource allocation during winter events.
- SHA continues to train its field staff on salt management for clearing the roadways during winter operations. An expansion in the use of rubber plow blades for clearing snow and ice from roadways and reducing salt use also is underway.
- More one-day hiring events are being organized to develop a steady pool of field maintenance personnel and reduce impacts from employee turnover.

