GOAL

Enhance Safety and Security

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

KEY OUTCOMES: By protecting the safety of all residents, workers, and visitors, we will work to achieve zero traffic-related fatalities and serious injuries.

MDOT is enhancing multimodal infrastructure to improve travel safety for travelers and workers, decrease traffic injuries and deaths on Maryland's roadways, support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively. At the 2025 Annual Highway Safety Summit, MDOT launched the "Serious About Safety" initiative, which builds upon the important safety programs already underway at MDOT and throughout the modal administrations. Now, any MDOT-funded project must prioritize safety options throughout all phases of project development. Additionally, MDOT is putting its Complete Streets Policy into action to promote safer transportation facilities by updating its practices and manuals and investing in strategic projects.

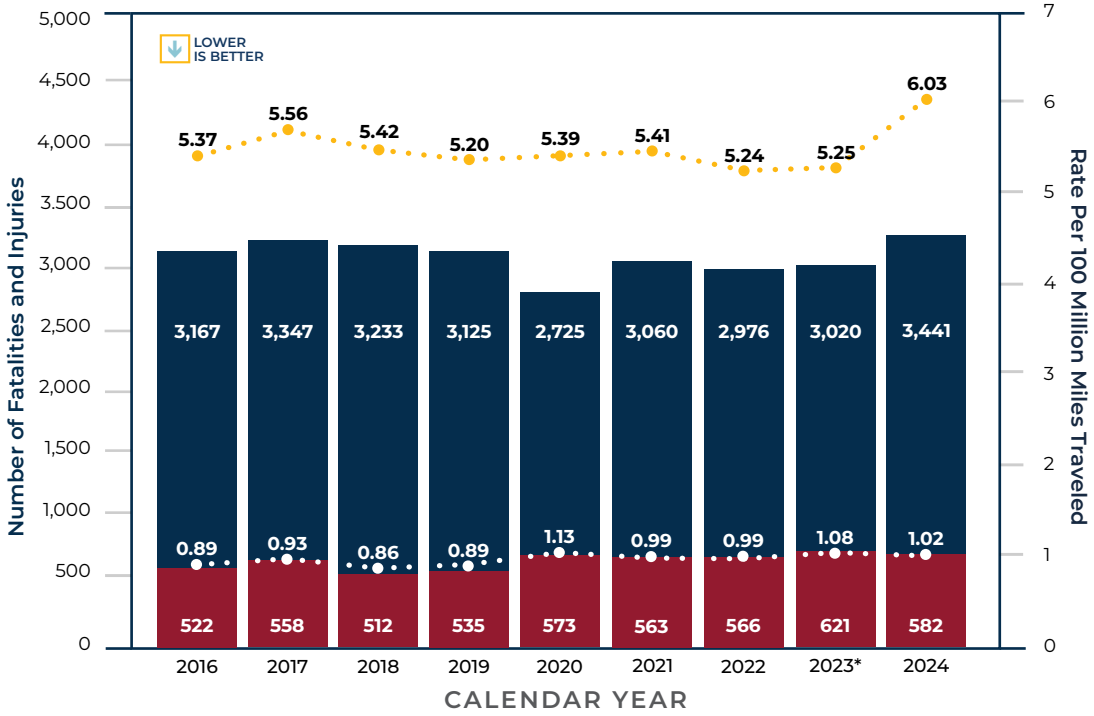
MDOT is also developing a new Strategic Highway Safety Plan (SHSP) as a guide for the next five calendar years (CY) 2026 – 2030 to tackle issues like speeding, occupant protection, impaired driving, and pedestrian/bicycle safety, while also addressing the safety of emerging technologies, like autonomous vehicles. The SHSP will utilize the "4Es" to advance safety: education, enforcement, engineering, and timely emergency response to reduce the frequency and severity of crashes.

To address future safety concerns, the State of Maryland is exploring the implementation of new technologies. Some jurisdictions are increasing automated enforcement, a strategy that MVA Maryland Highway Safety Office (MHSO) is studying for effectiveness.

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

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

MAKING PROGRESS



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 has been revised from previous report.*

What Is the Trend?

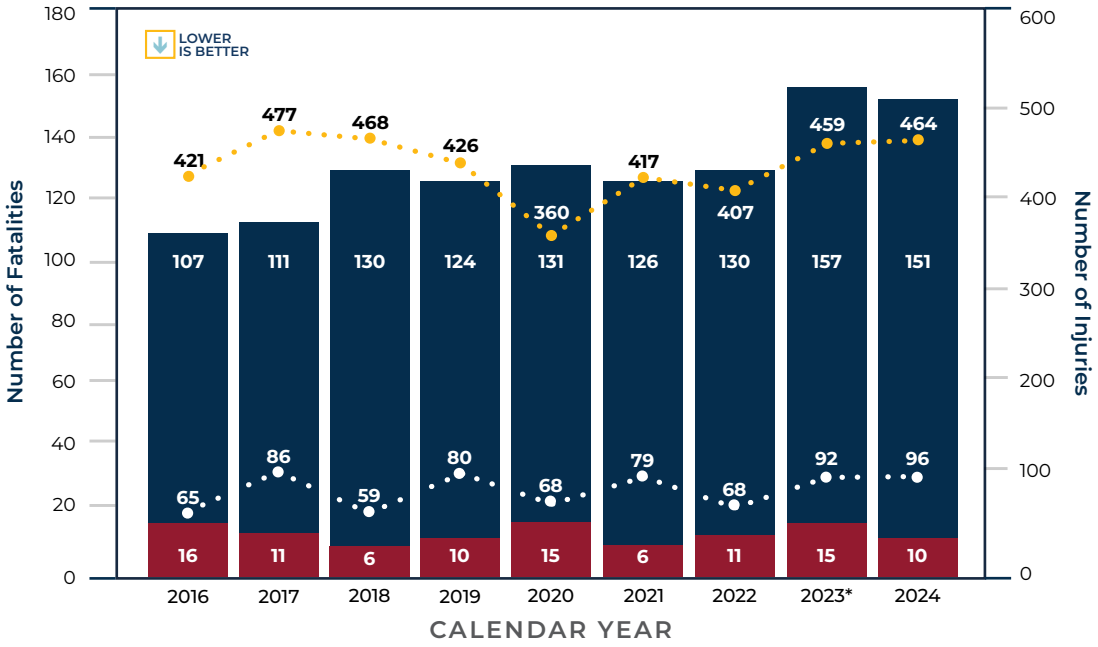
- Traffic fatalities decreased by 6.3% to 582 in CY 2024 from 621 in CY 2023. The fatality rate per 100 million miles also decreased by 5.6% from 1.08 to 1.02, while vehicle miles Traveled (VMT) mostly remained the same, decreasing by less than 1%. Despite these decreases in fatalities, serious injuries continued to increase, rising 13.9% in CY 2024 compared to CY 2023. This increase in serious injuries is sharper compared to previous years.
- In June 2025, the MHSO conducted its annual seat belt survey at 140 sites, observing 29,835 vehicles. The survey showed an increase in seat belt usage to 93.4% in 2025 from 90.6% in 2024. Despite some overall progress, nearly 1 in 10 Maryland drivers do not use seat belts and almost half of those killed in crashes were not wearing seat belts.
- In December 2024, the Maryland Vision Zero Committee began its first planned quarterly meetings accessible by the public (virtually) to discuss progress and challenges toward achieving Vision Zero, with each meeting including an evaluation of recent Infrastructure Reviews completed by the SHA.

What Are Future Strategies?

- In January 2025, MDOT, the Maryland State Police, and the Maryland Institute for Emergency Medical Services Systems were awarded $13.2 million to modernize the State's crash reporting system. The federal grant provides over five years of funding to streamline the exchange of data across local, State, and federal agencies.
- MDOT is developing a new SHSP as a guide for the next five years (CY 2026 – CY 2030) to tackle issues like speeding, occupant protection, and impaired driving to reduce the frequency and severity of crashes.
- Maryland will host the 2026 Lifesavers Annual Conference in April, promoting traffic safety. It brings together professionals from government, law enforcement, public health, education, and advocacy groups to share the latest research, strategies, and technologies to reduce roadway injuries and fatalities.

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

MAKING PROGRESS



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 has been revised from previous report.*

What Is the Trend?

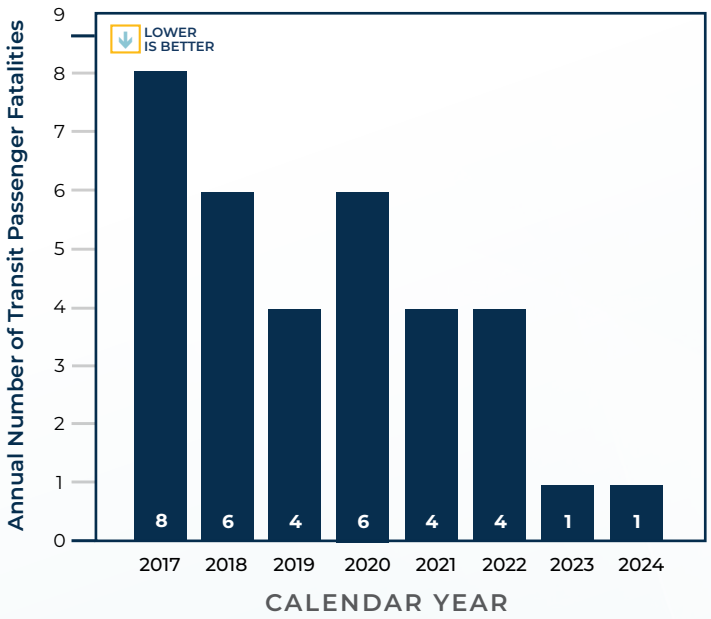
- In CY 2024, 582 people were killed on Maryland roadways, including 151 pedestrians and 10 bicyclists. Compared to CY 2023, this is a 39 person decrease in total fatalities, as well as six fewer pedestrians and five fewer bicyclists. However, in CY 2024, bicycle injuries peaked at 96, the highest over the last eight years.

What Are Future Strategies?

- MDOT is advancing pedestrian and bicycle infrastructure projects through the Pedestrian Safety Action Plan (PSAP). In FY 2025, MDOT invested $10.2 million to design and construct new sidewalks and pedestrian facilities along various corridors, including MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County, and MD 7 (Delaware Avenue) in Elkton. For instance, US 1 (Washington Boulevard) safety projects involve upgrades to existing sidewalks, installing new Americans with Disabilities Act (ADA) compliant sidewalks, and constructing shared use paths, protected bicycle facilities, curbs, ramps, crosswalks, grass buffers, lighting, and traffic signals.
- SHA, in coordination with local jurisdictions, is advancing Complete Streets "quick-build" demonstration projects to rapidly improve safety on State roadways in communities across Maryland, including MD 14 (Main Street) in Secretary and MD 65 (N. Church Street)/MD 34 (E. Main Street) in Sharpsburg.
- MDOT is providing additional data collection and before/after study support to build on the success of our Complete Streets Policy and inaugural round of quick builds in 2024. In addition, MDOT is evaluating the quick build program's impacts to safety and accessibility and remains a partner to SHA in ensuring its sustainment.

ANNUAL NUMBER OF TRANSIT PASSENGER FATALITIES*

ON TARGET



TARGET: ZERO FATALITIES

** This measure is now reported by CY instead of FY, so data has been revised from the previous report.*

What Is the Trend?

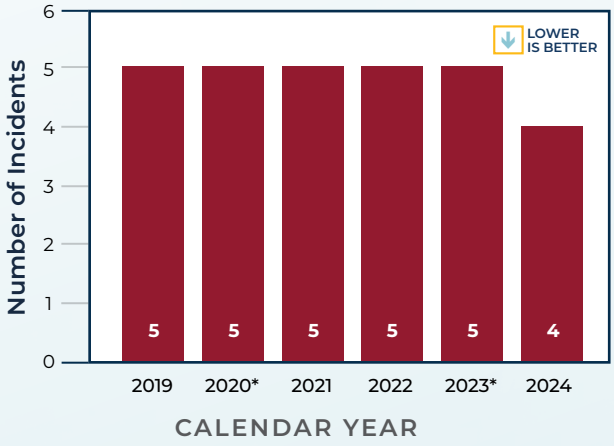
- In both CY 2023 and CY 2024, there was one transit passenger fatality on Maryland's public transit, the lowest in the past eight years.
- As per the 2025 Update to Regional Transit Plan, MTA has continued to maintain its standing as one of the safest transit systems out of the top 12 U.S. transit agencies.

What Are Future Strategies?

- MTA is committed to reducing fatalities and serious injuries by performing routine maintenance and inspections, implementing enhanced safety procedures and management system policies, enforcing the rider Code of Conduct, and proactively addressing potential safety events.

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

ON TARGET



TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

** Data has been revised from previous report.*

What Is the Trend?

- Annual fatalities and injuries from at-grade rail crossings remain low, and the numbers have generally decreased since the peak in CY 2018. In CY 2024, MDOT's notable achievements included the completion of three safety upgrade projects and continued design/initiated studies on ten projects, funded under the Federal Railway-Highway Crossings (Section 130) Program.
- The Maryland Operation Lifesaver Program made significant outreach efforts in 2024, with volunteers delivering many presentations and engaging over 5,000 people at various events statewide. A major safety campaign, led by MTA, included signage, audio messaging, social media ads, station pop-up events, posters, banners, safety brochures with mailed tickets, public safety announcements in English and Spanish, FM radio Public Service Announcements, wrapped ticket vending machines, and event giveaways.

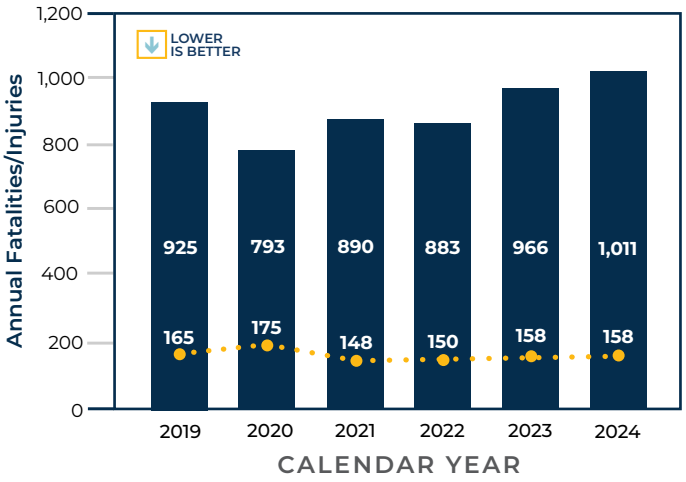
What Are Future Strategies?

- In FY 2025, MDOT received an $800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study. This project will assess current trespassing behaviors on active railroad rights-of-way across the State, developing a toolbox with various countermeasures to reduce injuries and fatalities associated with trespassing on railroad property.
- MDOT was awarded $3 million from FRA's Railroad Crossing Elimination Grant Program to improve rail safety conditions at four private at-grade crossings along the CSX Line in Rosedale within Baltimore County.
- The Maryland Operation Lifesaver Program will continue to engage with Marylanders via event outreach and look to expand its efforts and partnerships with local agencies.

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

ANNUAL NUMBER OF FATALITIES AND SERIOUS INJURIES ON MARYLAND PUBLIC ROADS IN PERSISTENT SAFETY EXPOSURE AREAS*

FACING CHALLENGES



Annual number of serious injuries in persistent safety exposure areas

Annual number of fatalities in persistent safety exposure areas

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

** Persistent Safety Exposure Areas are derived from the Persistent Public Safety Exposure Subindex (PPSES), which incorporates poverty rates, housing and transportation affordability, alcohol availability, crash data, police traffic stops for moving violations, and the rate of young and mature licensed drivers to identify the most at-risk locations geographically.*

Note: Data has been updated due to change in methodology. The methodology uses the definition of "persistent exposure areas" in place of the previously used "transportation-disadvantaged communities."

What Is the Trend?

- Initial analysis indicates that 26% of Maryland's population reside in persistent safety exposure areas and, during the last five years, 27% of traffic fatalities and 30% of all serious injuries occurred in these areas.

What Are Future Strategies?

- MDOT staff continue to explore methodologies for evaluating trends within persistent safety exposure areas in comparison or contrast with outcomes in non-persistent safety exposure areas. Additionally, MHSO will continue to focus on persistent safety exposure area 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 (FFY), 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

FACING CHALLENGES

Fiscal Year	2018	2019	2020	2021	2022	2023	2024	2025
Preventable Incidents Per 100,000 Vehicle Miles								
Metro Subway	0.15	0.20	0.10	0.11	0.12	0.05	0.09	0.22
Light Rail	0.39	0.37	0.30	0.65	0.50	0.57	0.31	0.76
Paratransit/Taxi Access	0.77	1.32	1.40	1.80	1.68	1.63	1.39	1.18
Local Bus	1.44	1.76	1.50	1.17	1.67	1.57	1.80	2.20

TARGET: ZERO FOR ALL MODES

What Are Future Strategies?

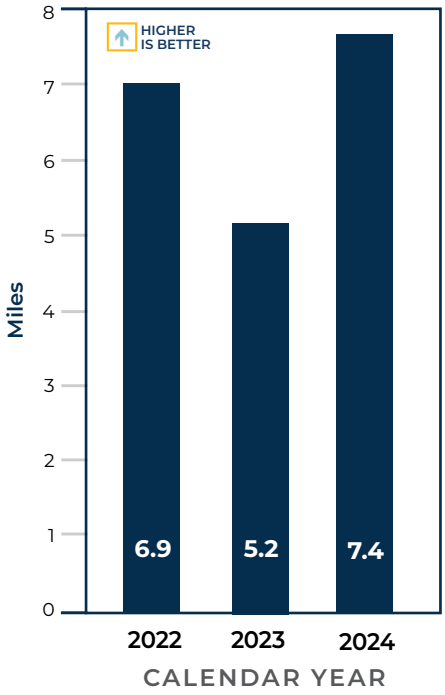
- MTA is launching a $1.4 billion Light Rail Modernization Project, which will replace the current fleet with modern vehicles and upgrade stations, systems, and maintenance facilities. This project will enhance safety and security for the light rail system, aiming to decrease preventable incidents per 100,000 vehicle miles on transit.

What Is the Trend?

- Preventable incidents per 100,000 vehicle miles on transit increased between FY 2024 and FY 2025 for Metro Subway, Light Rail, and Local Bus, while Paratransit/Taxi Access incidents decreased. Metro Subway's preventable incidents increased to 0.22 per 100,000 vehicle miles, rising to similar levels from 2019. Light Rail and Local Bus incidents rose to their highest preventable incident rate, of 0.76 and 2.2 per 100,000 vehicle miles, respectively.
- MTA completed multi-year efforts to overhaul and extend the life of 52 light rail vehicles and 63 Maryland Area Regional Commuter (MARC) rail vehicles.

MILES OF NEW SHA SIDEWALKS ADDED IN MARYLAND

TARGET ACHIEVED



TARGET: FIVE MILES OF NEW SHA SIDEWALK ADDED ANNUALLY

What Is the Trend?

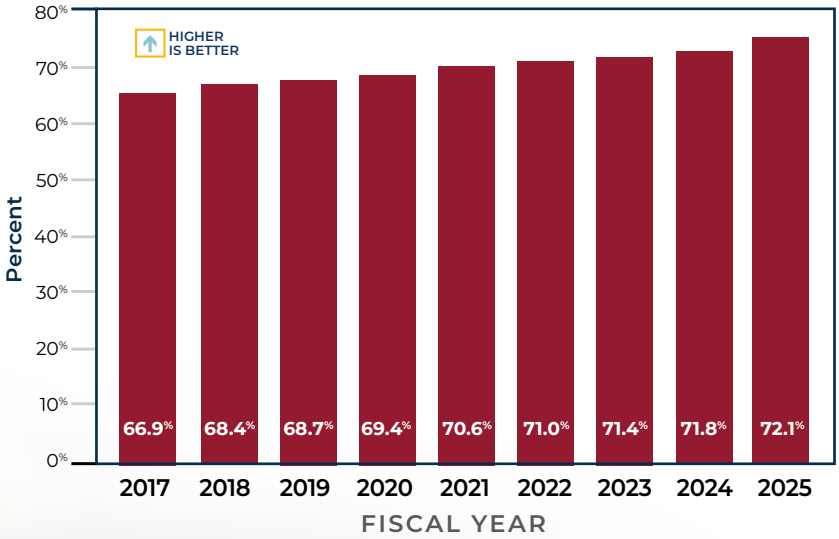
- Since 2021, Maryland has constructed almost 27 miles of new sidewalks. In CY 2024, 7.4 miles of new sidewalks were added, representing a 42% increase compared to CY 2023.
- Since 2023, MDOT has advanced efforts to create a unified statewide sidewalk dataset through the Maryland Sidewalk Data Collaboration. This initiative established a framework to evaluate feasibility, develop a schema for capturing pedestrian infrastructure, and demonstrates the value of sidewalk data along priority corridors.

What Are Future Strategies?

- MDOT invested $10.2 million in FY 2025 to design and construct new sidewalks and pedestrian facilities, including the construction of new sidewalks along MD 214 (Central Avenue) in Anne Arundel County and MD 7 (Delaware Avenue) in Elkton.
- SHA is working closely with other partners and stakeholders to leverage federal funding sources to facilitate future projects. PSAP corridors continue to be developed into projects to further enhance pedestrian and other vulnerable road users' accessibility and mobility along State roadways. A total of 13 PSAP corridors have been programmed for design as of FY 2025 with additional corridors planned to be identified in FY 2026.

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

ON TARGET



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

What Is the Trend?

- The percentage of Maryland sidewalks that are ADA accessible has continued to steadily grow, with a 0.7% increase between FY 2024 and FY 2025. However, the target for a 2% increase in ADA sidewalks was not met.

What Are Future Strategies?

- Previous projects did not include permitting and right-of-way acquisitions during the design phase. Now, sidewalk projects use batched contracts, or one larger contract for multiple smaller projects, and require permits and right-of-way prior to bidding, so the design process is now longer but will be more comprehensive.
- SHA is partnering with local partners to complete ADA improvements where possible in the State network. For instance, in Montgomery County, anticipated projects for FY 2026 – FY 2030 include Germantown MARC Station Bicycle & Pedestrian Improvements, Westlake/Rock Springs Complete Streets, and the Grosvenor Lane Side path.

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	CENTERLINE MILES FY 2025
1	Almost Everyone	Protected bikeways, sidepaths	115.8
2	Interested, But Concerned	Bike lanes, bike boulevards	387.8
3	Enthused And Confident	Bike lanes, shared lanes, shoulders	520.2
4	Strong And Fearless	No bike facility or on arterial roadways	3,454.0
5	Bike Access Prohibited	Bicycle access is prohibited by managing roadway agency	1,475.9

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

** Data has been revised from previous report.*

What Is the Trend?

- The majority of SHA centerline miles have LTS scores of 4 and 5, which is either uncomfortable or prohibitive for bicyclists. MDOT's goal is to increase the centerline miles with LTS scores of 1 and 2, which currently represent the lowest number of SHA centerline miles.
- The LTS model continues to be refined; this data more clearly identifies LTS on State-owned roadways, whereas previous reports included a small number of roadways that are maintained by other agencies but are now filtered out of the current data.

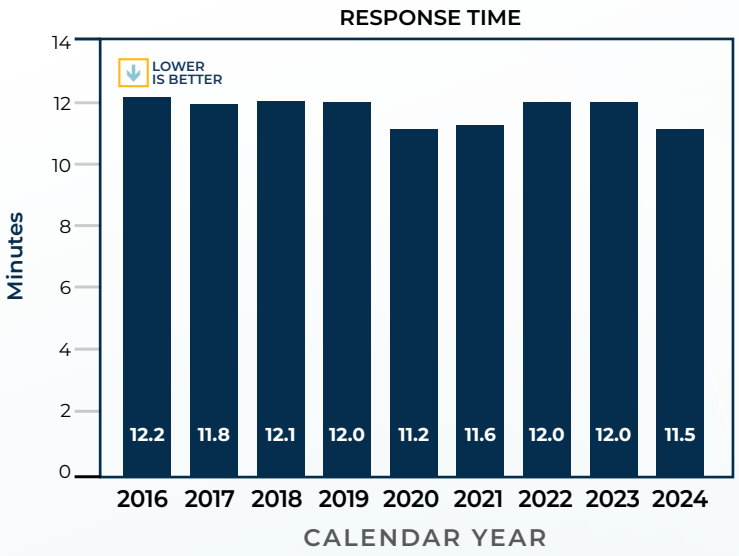
What Are Future Strategies?

- PSAP, a component of MDOT's Complete Streets Policy, has identified two rounds of projects with 13 total corridors statewide at various stages of project development, with another round to be announced in FY 2026. In July 2025, SHA broke ground on the MD 650 PSAP project. This $15 million investment will improve pedestrian, bicycle, and multimodal infrastructure along nearly 2.5 miles of MD 650 (New Hampshire Avenue) in Prince George's and Montgomery counties.
- In September 2025, MDOT released the Maryland State Transportation Trails Strategic Plan. This project provides a statewide transportation trail inventory analysis, a community engagement process (including the formation of the Transportation Trails Technical Advisory Committee), and three toolkits to help municipalities build support, fund, and maintain transportation trail projects. This plan sets a vision for building out a statewide transportation trail network and serves as a foundation for future projects, particularly as municipalities strive to increase road mileage with LTS scores of 1 and 2.

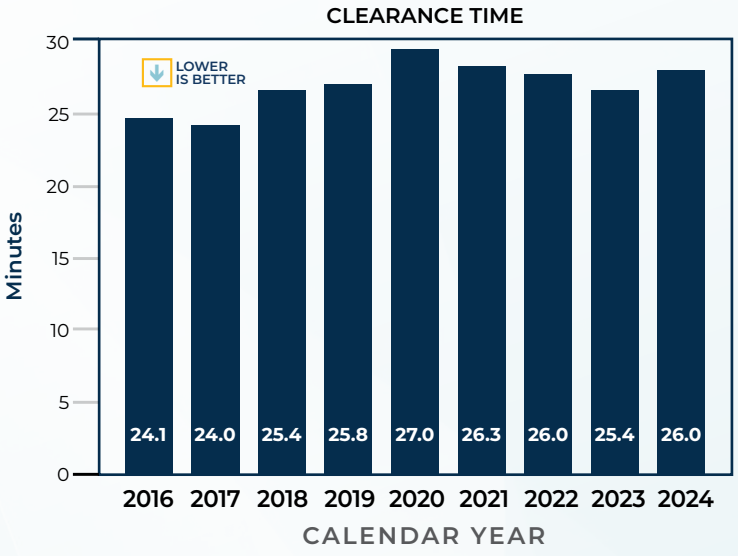
OBJECTIVE: Maintain a Safe System During Adverse Weather Events, Man-Made Threats, and Other System Disruptions

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

TARGET ACHIEVED



TARGET: 15 MINUTES RESPONSE TIME



TARGET: 30 MINUTE CLEARANCE TIME

What Is the Trend?

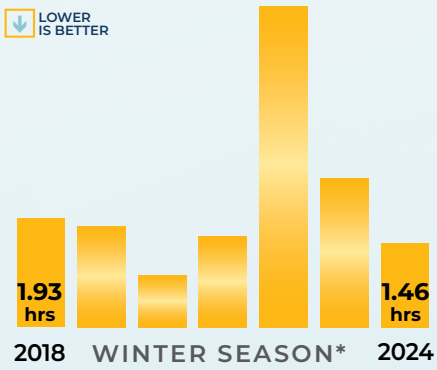
- CHART average incident response time in CY 2024 (11.53 minutes) was slightly lower than the previous year (12 minutes), whereas CHART's average clearance time increased slightly from 25.4 minutes in CY 2023 to 26 minutes in CY 2024, though still within the annual target of 30 minutes.
- In total, CHART responded to 65,710 incidents and disabled vehicles in CY 2024, compared to 70,533 incidents and disabled vehicles in CY 2023.

What Are Future Strategies?

- SHA's Office of Transportation Mobility and Operations (OTMO) will select additional corridors for input into the Freeway Incident Traffic Management plan updates. This will further MDOT's efforts in incident management and secondary crash prevention. Also, MDOT will consider developing traffic incident signal timing to support statewide parallel freeway-arterial operations.
- OTMO will conduct a pilot project to evaluate the use of tethered Unmanned Aerial Systems (UAS) on CHART vehicles for enhanced situational awareness during incident response operations.

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

TARGET ACHIEVED



TARGET: 1.5 HOURS OR FEWER TO REGAIN BARE PAVEMENT

** Years refer to the winter season, with 2024 indicating the winter season that ended in March 2025.*

What Is the Trend?

- During the 2024 winter season, levels of service increased by 131% compared to the previous season, dropping from 2.51 hours to 1.46 hours to regain bare pavement. Despite the region experiencing above-average frozen precipitation levels and significantly colder temperatures in January and February compared to previous years, MDOT met its goal of 1.5 hours or fewer to regain bare pavement.

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 in 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.