

Zero Deaths Maryland and Vision Zero

TR § 8-1007(a)(1),(2),(3)

December 2025

Maryland Department of Transportation

Maryland Highway Safety Office

This report is written in response to language contained in House Bill 885, Chapter 377, Maryland Acts of 2019, and further amended in Senate Bill 345, Chapter 603, Maryland Acts of 2024, which requires:

“On or before December 31 each year, the Department [of Transportation] shall submit a report to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly that includes:

(1) The status of Vision Zero;

*(2) The Activities, and any findings and recommendations, of the coordinator;
and*

(3) A summary of each quarterly public meeting held in the previous year.

(b) The Department shall make the report required under subsection (a) of this section available on its website.”

Safe System Approach

The United States Department of Transportation (USDOT) has adopted the Safe System Approach as its guiding framework for improving roadway safety nationwide. This approach has been widely embraced across the transportation community as an effective strategy for addressing and mitigating the risks inherent in the nation’s complex transportation network.

The Safe System Approach is founded on the principle that human mistakes are inevitable, but deaths and serious injuries on the roadway are not. It seeks to build multiple, reinforcing layers of protection that both prevent crashes from occurring and reduce the severity of injuries when crashes do happen.

This holistic and data-driven framework is organized around six key principles that collectively aim to eliminate fatalities and serious injuries on the transportation system. These principles guide federal, state, and local agencies—including those in Maryland—in the development and implementation of evidence-based safety strategies and investments.

- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Critical
- Death and serious injuries are unacceptable

In Maryland, the Safe System Approach is actively integrated into the State Highway Safety Plan (SHSP) and local Vision Zero initiatives. Through these programs, the State prioritizes data-driven interventions, roadway design improvements, targeted enforcement, and public education campaigns. By aligning policies and strategies with Safe System principles, Maryland works to systematically reduce fatalities and serious injuries across all road user groups.

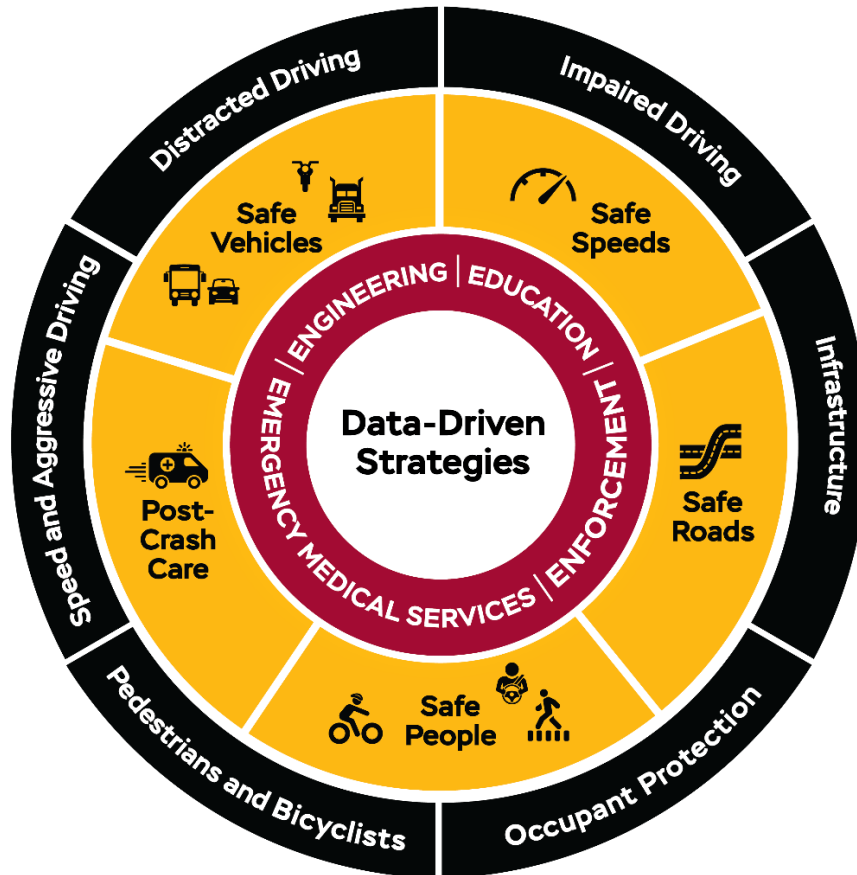
MDOT Efforts

The Maryland Department of Transportation (MDOT) is a customer-focused leader dedicated to delivering safe, sustainable, intelligent, and exceptional transportation solutions that connect Marylanders to life's opportunities. MDOT is serious about safety, which remains a central priority in all MDOT activities, and the department continues to expand and enhance initiatives aimed at achieving Vision Zero, Maryland's goal of zero vehicle-related deaths or serious injuries by 2030. Key 2025 efforts include:

- The Maryland Motor Vehicle Administration's (MVA) Highway Safety Office serves as the central coordinator for safety programs across State and local agencies, as well as the private sector. The office identifies, evaluates, and implements countermeasures to reduce fatalities and serious injuries on Maryland's roadways. The Director of the Highway Safety Office, a public health epidemiologist with over 30 years of experience, serves as the State's Vision Zero Coordinator and oversees Maryland's extensive safety program network. Reporting to the MVA Administrator – who also acts as the Governor's Highway Safety Representative – the Director reviews and recommends innovative safety projects for adoption at both the State and local levels.
- In 2025, the Highway Safety Office continued active participation on the Statewide Emergency Services Advisory Committee and planning committees in collaboration with local Metropolitan Planning Organizations, including the Metropolitan Washington Council of Governments and Baltimore Metropolitan Council. These partnerships support coordinated regional safety strategies and programs, including ongoing pedestrian safety campaigns such as Street Smart and Look Alive. The Metropolitan Washington Council of Governments continues to allocate grant funding for transportation safety projects through the Regional Safety Program, several of which directly support Maryland-based initiatives.
- MVA's Highway Safety Office maintains engagement with other states and jurisdictions to identify and implement innovative practices. In 2025, staff participated in trainings and workshops led by the National Highway Traffic Safety Administration (NHTSA), the Governors Highway Safety Association (GHSA), and peer state highway safety offices. These sessions emphasize behavioral safety programs to reduce motor vehicle crashes and fatalities. Additionally, the Highway Safety Office hosted its annual Highway Safety Summit in April 2025, with over 300 participants attending workshops focused on pedestrian safety, impaired driving, occupant protection, and other critical highway behaviors.
- Driving behaviors – including speeding, impaired driving, and distracted driving – continue to be major contributors to fatal crashes in Maryland. In 2024, a total of 582 people were killed on Maryland roadways. While this represents a six percent reduction in fatalities from the previous year, addressing these behaviors remains a central focus of the State's highway safety efforts.

- MVA’s Highway Safety Office’s Be the Driver campaign continues to deliver educational messaging on impaired driving, occupant protection, pedestrian safety, and other behaviors that reduce crashes and save lives. Following several high-profile crashes, Be the Driver now includes work zone safety, roadside emergency awareness, and child passenger safety as core elements. In 2025, the campaign is further transitioning from animated content to live-action materials to strengthen the connection between driver behavior and real-life consequences.
- In 2025, MVA’s Highway Safety Office continued to implement programs guided by NHTSA’s *Countermeasures That Work* framework to reduce crashes, injuries, and fatalities. The 2021-2025 Maryland SHSP provides a comprehensive roadmap for these efforts. Implementation relies on collaborative partnerships among State and local agencies, legislative and judicial leaders, regional authorities, and non-governmental organizations. These partners work together through Maryland’s Emphasis Area Teams to strengthen and enforce driving laws and educate the public on safe driving behaviors. Figure 1 illustrates the key components of the SHSP, and the coordinated approach used to advance Maryland’s highway safety goals. The office has initiated development of the 2026-2030 Plan, incorporating community input and subject matter expert guidance to inform data-driven strategies and enhance roadway safety.

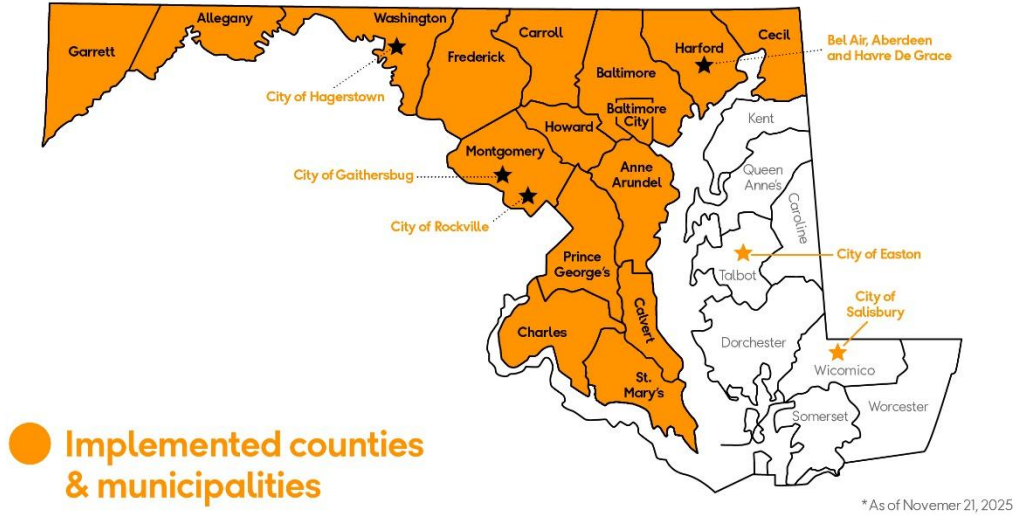
Figure 1. Maryland’s Strategic Approach to Reduce Fatalities and Serious Injuries



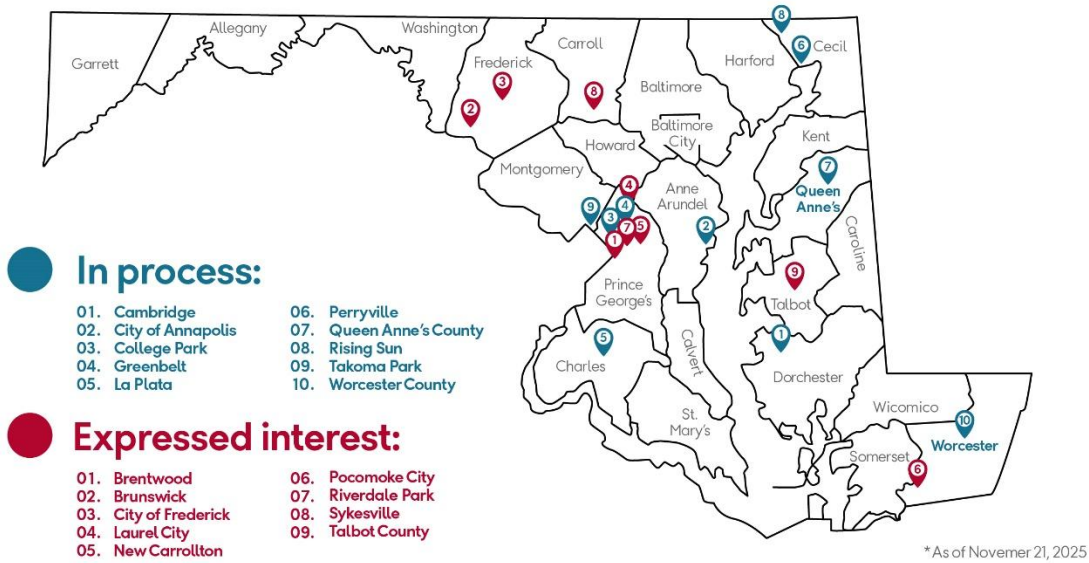
- The MVA and the Highway Safety Office continue to work with local jurisdictions on the development of local Strategic Highway Safety Plans. Figure 2 displays the status of all local plans across the state.

Figure 2. Status of Local Strategic Highway Safety Plans in Maryland

Progress of Maryland's Local Strategic Highway Safety Plans



Progress of Maryland's Local Strategic Highway Safety Plans



- The website dedicated to Vision Zero and all the State’s highway safety information, resources, and initiatives is zerodeathsmd.gov. This site includes a variety of highway safety information and resources, including password protected law enforcement training videos and crash data for the previous calendar year.
- MVA’s Highway Safety Office utilizes Maryland State Police crash data to provide standardized reports on the zerodeathsmd.gov website. These benchmarks provide basic information such as the day, time, driver, and pedestrian demographics, and other characteristics of motor vehicle crashes in the State. This data is used to aid targeted enforcement along with education efforts across each of the emphasis areas outlined in the SHSP.

MDOT Complete Streets Policy

In June 2024, MDOT executed an updated Complete Streets Policy to ensure that the Department is delivering a range of safe options for multimodal transportation, including active transportation, prioritized throughout all phases of project development. All MDOT modal administrations have signed onto the policy, demonstrating MDOT’s commitment to safety and Vision Zero.

The policy is applicable to all modal administrations and capital improvement projects in MDOT right-of-way, including construction or reconstruction of a roadway, intersection, or structure, as well as resurfacing projects. MDOT is actively working on the policy’s implementation which requires modal administrations to review and update applicable policy standards and guidelines to ensure Complete Streets requirements and principles are integrated into MDOT business requirements and projects.

Maryland State Highway Administration (SHA) Vision Zero Efforts

The SHA is committed to Vision Zero and delivering a safe and reliable highway system that provides multimodal access and connectivity for all highway users, including pedestrians, bicyclists, micromobility users, and motorists.

The SHA has several Vision Zero centric programs and projects aligned with the Complete Streets Initiative focused on delivering critical safety improvements to high-risk safety corridors across Maryland. The SHA will continue to leverage the Federal Highway Administration’s (FHWA) approved Proven Safety Countermeasures,¹ which are encouraged as effective strategies in reducing roadway fatalities and serious injuries.

¹ <https://highways.dot.gov/safety/proven-safety-countermeasures>

Context Driven Initiative

The Context Driven Initiative² is a collection of tactics and strategies outlined in Maryland's SHSP that approaches safety through the lens of land use and its interaction with the transportation system. The initiative is actionable through the support of various safety-focused programs and measures deployed to improve safety and enhance accessibility and mobility.

In 2020, the SHA published the Context Driven Guide, which offers planning and design resources for practitioners as they work to build a safe and effective multimodal transportation system for Maryland. The guide serves as a framework that recognizes the unique contexts, characteristics, and land uses in Maryland's diverse and growing communities. This framework is defined by several context areas, and the characteristics of those contexts are intended to aid practitioners in determining the most appropriate design features to enhance safety while considering local mobility and accessibility needs. These contexts include urban core, urban center, traditional town center, suburban activity center, suburban, and rural categories. The use of context sensitive design enables the SHA to develop a more comprehensive strategy for offering effective transportation solutions that rejects a one-size-fits-all approach to safety.

The Context Driven Toolkit is a supplemental tool that supports SHA's Context Driven Guide and helps practitioners determine what countermeasures are most appropriate for specific context zones. The toolkit provides specific and context focused safety-enhancing design solutions. This includes countermeasures such as continental crosswalks, leading pedestrian intervals, no turn on red restrictions, speed limit reductions, rectangular rapid flashing beacons (RRFBs), curb extensions, and other safety improvements.

Pedestrian Safety Action Plan (PSAP)

The Pedestrian Safety Action Plan (PSAP)³ is one of the SHA's critical programs for delivering pedestrian safety improvement projects on corridors across the State that have been identified using data-driven methodology as the areas with the greatest safety risk. These locations were prioritized based on need and the SHA is actively working through project development to deliver the necessary safety improvements on many of the corridors.

The first round of PSAP corridors were identified in 2024 and include the following locations:

- MD 650 (New Hampshire Avenue) between MD 193 (University Boulevard) and Powder Mill Road in Prince George's and Montgomery Counties
- US 1 (Washington Boulevard) between the Prince George's County Line and Gorman Road in Howard County;
- MD 2 (Ritchie Highway) between MD 648 (Baltimore Annapolis Boulevard) and MD 177 (Mountain Road) in Anne Arundel County;

² <https://experience.arcgis.com/experience/15a2f72f8247435988ce2504e7acd193/>

³ <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bfc86aad4c9/>

- MD 150 (Eastern Avenue), between MD 700 (Martin Boulevard) and MD 702 (Southeast Freeway) in Baltimore County; and
- MD 410 (East-West Highway), between MD 212 (Riggs Road) and MD 500 (Queens Chapel Road) in Prince George's County.

The SHA began construction on the MD 650 PSAP project in Summer 2025. The remaining projects in the first round of PSAP projects are in design.

The SHA has also identified the second round of PSAP corridors. The projects are currently in early phases of design and include the following locations:

- US 40 (Dual Highway) between Garland Groh Boulevard and All Star Court in Washington County;
- MD 201 (Kenilworth Avenue) between 52nd Avenue and Good Luck Road in Prince George's County;
- MD 193 (University Boulevard) between MD 97 (Georgia Avenue) and US 29 (Colesville Road) in Montgomery County;
- US 40 (Philadelphia Boulevard) between MD 22 (Aberdeen Thruway) and MD 715 (Short Lane) in Harford County;
- MD 3 Business (Crain Highway) between I-97 and MD 100 in Anne Arundel County;
- MD 214 (Central Avenue) between Southern Avenue and Ritchie Road in Prince George's County;
- MD 235 (Three Notch Road) between MD 246 (Great Mills Road) and MD 237 (Chancellors Run Road) in St. Mary's County; and
- MD 528 (Coastal Highway) between 15th Street and 67th Street in Worcester County.

The SHA is actively working to identify specific project locations for a third round of PSAP projects.

Vulnerable Road User (VRU) Safety Assessment and Projects

Pursuant to the federal Infrastructure Investment and Jobs Act (IIJA) and Chapter 153, 2022 Acts of Maryland, the SHA published the first edition of Maryland's VRU Safety Assessment in 2023 and is actively working on the update for 2025. A VRU Safety Assessment is a comprehensive statewide examination aimed at understanding the transportation safety challenges faced by VRUs, which include pedestrians, cyclists, and other non-motorists using the transportation system.

The methodology for the development of the VRU Safety Assessment includes data-driven approaches for identifying, evaluating, and analyzing safety performance in high-risk areas, as well as consultation with local stakeholders. The VRU Safety Assessment is published as an appendix in the Maryland SHSP.

The SHA is actively working on project development for corridors identified in the 2023 VRU Safety Assessment. Locations for VRU projects⁴ identified in round one are currently in the design phase and include:

- MD 12 (Snow Hill Road) between Sandy Acres Drive and E. Main Street in Wicomico County;
- MD 213 (North Bridge Street) between US 40 and MD 545 (Elkton Boulevard) in Cecil County;
- MD 212 (Riggs Road) between MD 501 (Chillum Road) and MD 410 (East West Highway) in Prince George's County;
- MD 542 (Loch Raven Boulevard) between Baltimore City Line and Cromwell Bridge Road in Baltimore County;
- MD 3 Business (Crain Highway) between MD 174 (Quarterfield Road) and MD 648E (Baltimore Annapolis Boulevard) in Anne Arundel County; and
- US 40 (Baltimore National Pike) between Old Camp Road and US 15 (Frederick Freeway) in Frederick County.

A second round of VRU projects was recently identified and the locations are currently in planning. The locations include:

- US 50 Business (West Salisbury Parkway/East Salisbury Parkway) between MD 349 (Nanticoke Road) and Tilghman Road in Wicomico County;
- US 40 (Pulaski Highway) between South Bridge Street and Delaware state line in Cecil County;
- MD 202 (Landover Road) between Dodge Park Road and Kilmer Street in Prince George's County;
- MD 157 (Merritt Boulevard) between Merritt Boulevard and North Point Road in Baltimore County;
- MD 2 (Governor Ritchie Highway) between MD 171 (Church Street) and MD 170 (Belle Grove Road) in Anne Arundel County;
- US 11 (Virginia Avenue) between Brookmeade Drive and Armstrong Avenue in Washington County; and
- US 1 (Washington Boulevard) between MD 32 and MD 103 (Dorsey Road) in Howard County.

District Safety Projects

The SHA is also pursuing several District Safety Projects⁵ on corridors that were identified during the PSAP prioritization process. These projects are implemented by individual SHA District offices and are currently in design. The locations include:

- MD 124 (Montgomery Village Avenue) between MD 355 (North Frederick Avenue) and MD 124 (Woodfield Road) in Montgomery County;

⁴ <https://experience.arcgis.com/experience/bf45bd3dc623428bb05c5290687a742d/page/VRU-Projects>

⁵ <https://experience.arcgis.com/experience/bf45bd3dc623428bb05c5290687a742d/page/District-Safety-Projects>

- MD 414 (St. Barnabas Road) between Pohanka Place and Virginia Lane in Prince George's County;
- MD 26 (Liberty Road) between Washington Avenue and Owings Mills Boulevard in Baltimore County;
- MD 140 (Reisterstown Road) between Rosewood Lane and MD 140 (Westminster Pike) in Baltimore County; and
- MD 700 (Martin Boulevard) between MD 150 (Eastern Boulevard) to US 40 (Pulaski Highway) in Baltimore County.

Complete Streets Quick Build Projects

In 2024, MDOT partnered with Smart Growth America and several local jurisdictions to deploy temporary demonstration projects, called Quick Build projects, at certain locations to improve safety and better connect highway users. In 2025, the SHA leveraged the Complete Streets Academy framework to deploy additional short-term Quick Build projects⁶ with the intent to pilot innovative safety improvements to address safety needs for vulnerable road users.

The improvements at those locations are actively deployed and being evaluated for their effectiveness. The locations include segments along:

- MD 14 (Main Street) in Secretary in Dorchester County;
- MD 273 (Telegraph Road) in Fair Hill in Cecil County;
- MD 198 (Spencerville Road) in Burtonsville in Montgomery County;
- MD 195 (Carroll Avenue) in Takoma Park in Montgomery County; and
- MD 34 (E. Main Street) in Sharpsburg in Washington County.

Fatal Infrastructure Reviews

As required by Transportation Article § 8-204.2, the SHA reviews the infrastructure associated with every pedestrian or bicyclist fatality on a State roadway within six months after being notified by law enforcement and publishes the review on the SHA website. In 2025, the SHA completed 29 fatal infrastructure reviews. The reviews suggested 26 improvements, which are now being studied for implementation.

Work Zone Safety

Work zones present challenging conditions for drivers and workers as there is little to no margin for driver error. Driving too fast, inattentively, or aggressively through work zones increases the possibility of a crash resulting in serious injury or fatality. As of November 2025, there were seven fatalities in Maryland work zones, 355 non-fatal injuries, and 994 total crashes. To address this persistent issue, MDOT takes a multi-pronged approach, including:

⁶ <https://experience.arcgis.com/experience/bf45bd3dc623428bb05c5290687a742d/page/Complete-Streets-Quick-Builds>

- Education: MDOT educates the public year-round on the importance of driving safely in work zones by communicating safe driving messages through social media and by partnering with other government agencies, non-profit organizations, and industry members. In April 2025, MDOT promoted National Work Zone Awareness Week (NWZAW) with a press event on a closed segment of I-695 near MD 151 and North Point Boulevard in Sparrows Point. The event included remarks from Lieutenant Governor Aruna Miller, former MDOT Secretary Paul Wiedefeld, and other Maryland transportation leaders. Governor Wes Moore proclaimed Wednesday, April 23, as “Go Orange Day,” and Government House in Annapolis was lit up in orange that day. Other events during NWZAW included the third annual Unity Ride procession of State and contractor vehicles, a social media “storm,” and a moment of silence encouraging Marylanders to honor lives lost in work zone crashes.
- Training: The SHA offers several work zone training courses, including Flagger Training, Flagger Instructor Training, Basic Temporary Traffic Control (TTC) Training, Traffic Manager’s Training, and Work Zone Law Enforcement Training. These courses are updated frequently to maintain the highest industry standards. In 2025, MDOT expanded training to the Maryland Aviation Administration (MAA) to help workers understand the usefulness of TTC devices. The training included an introduction to work zone safety, using TTC devices, principles of TTC design, and SHA-specific work zone requirements.
- Engineering: The SHA has standards for TTC in work zones to ensure the safety of all road users. For every construction and maintenance activity, the SHA requires a Traffic Control Plan to guide traffic past, around, and through work zones safely. For significant projects, the SHA also requires a Transportation Management Plan, which mandates more advanced safety strategies and public outreach.
- Automated Speed Enforcement: The SHA utilizes Automated Speed Enforcement (ASE) to enforce speed limits in work zones. ASE supplements law enforcement as work zone space often limits traditional law enforcement activities. ASE is effective in slowing traffic as evidenced by decreases in citations issued over time. In 2024, Governor Moore signed House Bill 513/Chapter 17 (The Maryland Road Worker Protection Act) into law, which expanded the use of ASE in work zones and established a tiered penalty structure based upon the speed at which motorists travel over the posted speed limit. Data from January through June 2025 indicates that the number of citations issued has dropped 25% from the amount issued for the same time period in 2024. Preliminary data also indicates reduced fatal and total crashes since the implementation of the Act. The SHA is actively procuring additional resources to support further ASE deployments in work zones on State roads across Maryland.

Highway Safety Improvement Program (HSIP)

Under the HSIP, the SHA obligated more than \$51 million of federal funds to safety improvements in Federal Fiscal Year (FFY) 2025, with over \$7 million dedicated to VRU safety

projects. For FFY 2026, the SHA plans another \$45 million for HSIP projects, with approximately \$21 million on VRU safety improvements.

Federal Highway Proven Safety Countermeasures

To improve traffic safety systemically across the entire roadway network, the SHA applies FHWA's Proven Safety Countermeasures, including, but not limited to, rumble strips, traffic barriers, signal backplates with retroreflective borders, roadway lighting, high-visibility crosswalks, leading pedestrian intervals, pedestrian hybrid beacons, rectangular rapid flashing beacons, pedestrian refuge islands, and bike lanes. The SHA uses these systemic improvements to address safety proactively and in an areawide manner with relatively less cost compared to major capital improvements. The SHA has integrated these countermeasures into its system preservation program, including the PSAP, VRU, and District Safety Projects.

Candidate Safety Improvement Locations (CSIL)

The SHA continues to analyze crash data to identify high-risk locations and patterns via the CSIL program. Listings of CSIL are developed annually based on crash data. Locations having the highest crash experience and/or severity index are examined to determine appropriate safety improvements. CSIL are placed into two categories: Intersections (CSII) and half mile-long Sections (CSIS). Each CSII and CSIS is studied, and infrastructure improvements are proposed to address crash patterns as documented in the Crash Location Engineering Analysis Report (CLEAR).

Vision Zero Quarterly Meetings – 2025 Summary

In 2025, Maryland continued its commitment to eliminating traffic-related fatalities and serious injuries through its Vision Zero initiative. The quarterly meetings held in April, July, and October brought together key transportation safety leaders and stakeholders to share data, review progress, and coordinate strategies.

Each meeting opened with remarks from Christine Nizer, Administrator of the Maryland Vehicle Administration and the Governor's Highway Safety Representative, followed by a Vision Zero data update from Timothy Kerns, Director of the Maryland Highway Safety Office and Vision Zero Coordinator. These updates provided insight into statewide crash trends and emerging safety concerns.

In April, the meeting focused on legislative developments, PSAP (Pedestrian Safety Action Plan) updates, and preparations for Work Zone Awareness Week. The session also included updates on the State's Complete Streets initiatives along with planning efforts for the 2026–2030 SHSP. Emphasis area updates and a targeted infrastructure review led by Teri Soos from SHA concluded the session.

The July meeting emphasized continued progress on the SHSP 2026–2030 plan and a wide-ranging infrastructure review conducted by Cedric Ward from SHA. The review revisited numerous projects across multiple jurisdictions. It provided updates on corrective actions and assessed the impact of previously implemented recommendations.

In October, program area coordinators Cliff Jacobs and Mark Wall from the Highway Safety Office provided updates on impaired driving, occupant protection, and distracted driving efforts. The infrastructure review session, led by Lili Liang from the SHA, covered a substantial list of locations in counties including Baltimore, Montgomery, Frederick, Prince George's, Anne Arundel, and Wicomico. The meeting concluded with a public comment and discussion period which reinforced the importance of transparency and stakeholder engagement.

Across all meetings, over 30 fatality infrastructure reviews were completed, including follow-up on infrastructure safety improvements, and inter-agency collaboration. Future meetings will include input from local agencies.