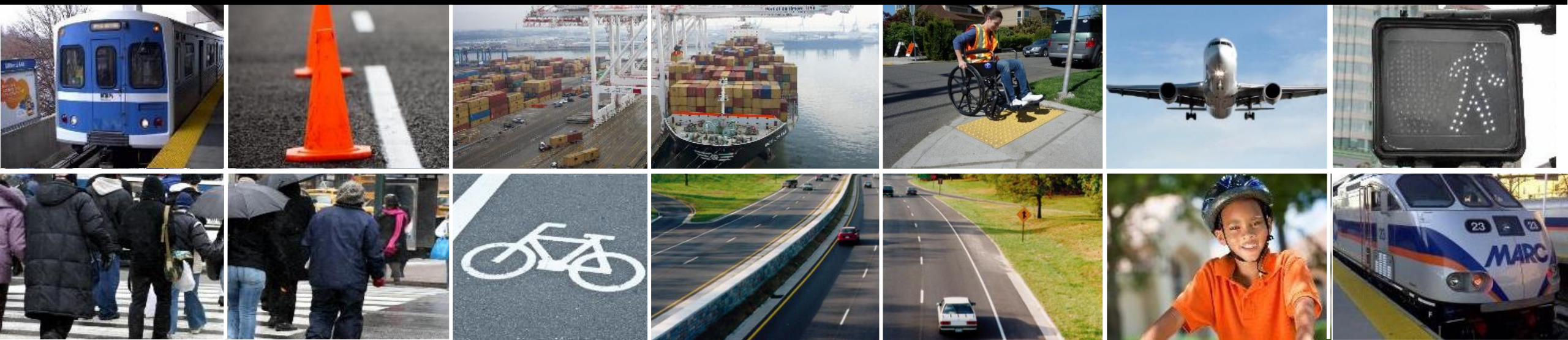




SERIOUS ABOUT SAFETY

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Urooj Zafar
Senior Safety Officer
April 16, 2026



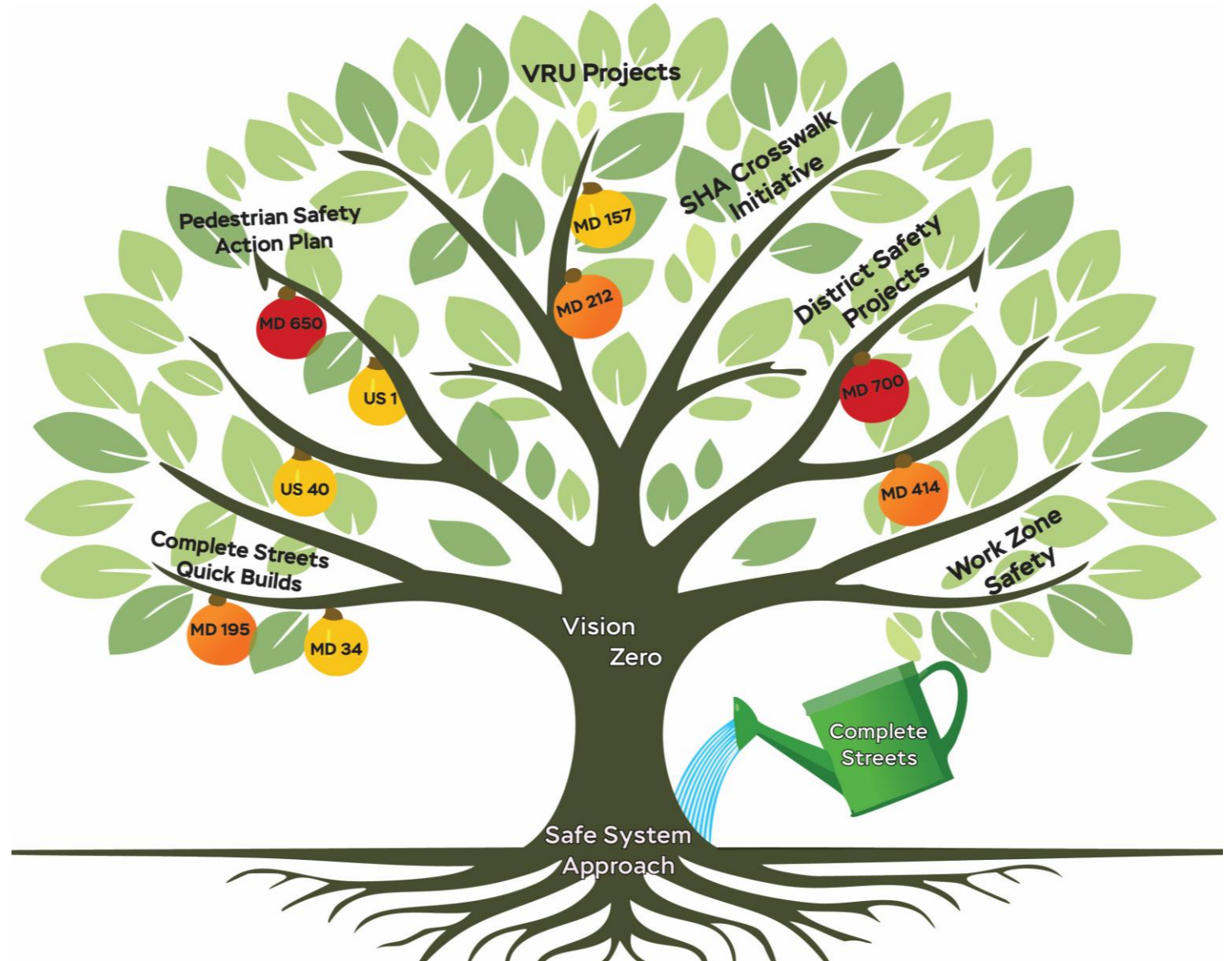
Serious about Safety Initiative

- **Announced in 2025, Serious About Safety program is MDOT's Commitment to Safety Across Maryland's Transportation network.**
- The program emphasizes 4 key pillars:
 - **MDOT-led Initiatives** - Transforming business practices to prioritize safety in every project, policy, and standard.
 - **Legislative Action** - Championing and collaborating on legislation essential for enhanced safety outcomes across the state.
 - **Collaborative Advocacy** – Leading and partnering to deliver bold and measurable action needed to improve safety outcomes.
 - **Customer Engagement** - Raising awareness through targeted outreach and education.



[Serious About Safety - MDOT](#)

SHA'S Programmatic Approach to Vision Zero



Safe Systems Approach

Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions.

Reaching zero deaths and serious injuries requires the implementation of a Safe System Approach.

The Safe System Approach acknowledges that humans make mistakes, and those mistakes should never lead to death.

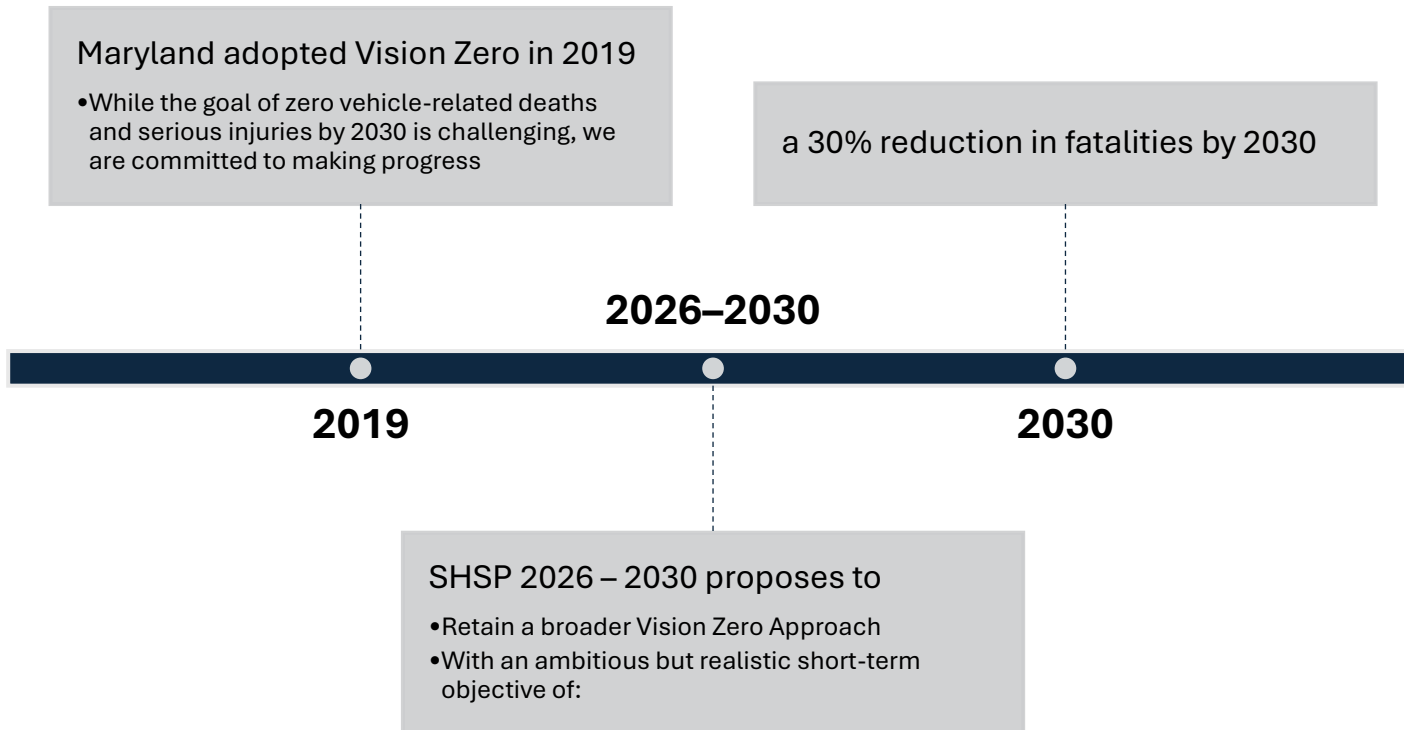


THE
**SAFE
SYSTEM**

APPROACH

Zero is our goal. A Safe System is how we get there.

VISION ZERO IN MARYLAND



MDOT Complete Streets Policy

- MDOT's Complete Streets Policy is the guiding policy for SHA to design and construct projects that align with the Safe System Approach principles.
- Adopted on June 1, 2024, this policy facilitates the planning, design and construction of transportation options that are safer and more accessible to all users of all ages and abilities.



What does Complete Streets mean?

- A deliberate approach to planning, designing, and constructing streets to be safe for all users.

Complete Streets...

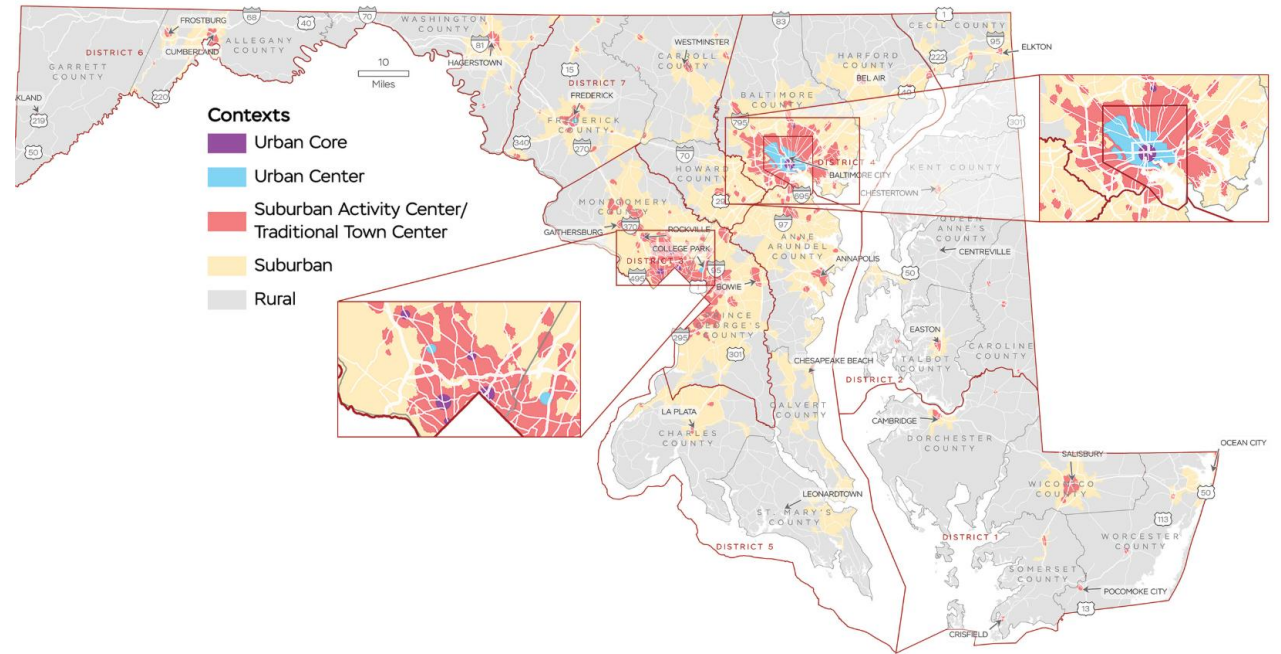
- is a process.
- are part of a context-sensitive network.
- offer accessible multimodal options.
- safely move people, goods, motorized and non-motorized vehicles.



Context Driven Guide

- The Context Driven Toolkit (“the Toolkit”) is part of the Context Driven initiative, which emphasizes that land use context should be a primary factor in the design of a transportation project. The Maryland Department of Transportation State Highway Administration (MDOT SHA) initiated this effort in Spring 2019, and since then over 200 projects have incorporated the Context Driven approach.

[Context Driven Guide](#)



Pedestrian Safety Action Plan Program

- PSAP projects are about reimagining roadways on the SHA network to account for the connectivity, accessibility, and safety of all road users.

What PSAP Projects are:

Data Driven:

An equitable and quantitative programming process

Safety-Focused:

Reduce severe crashes and tragic outcomes

Minimal Impacts to Right of Way and Utilities:

Will not require cumbersome permitting or acquisition processes

Focused Scope:

Effective to respond to urgent needs and within limited funding

Near-Term Improvements:

Designed to have an immediate safety impact

Impactful:

Helps Marylanders get home safely

What PSAP Projects are NOT:—

Streetscape projects that will have significant impacts to right of way and utilities

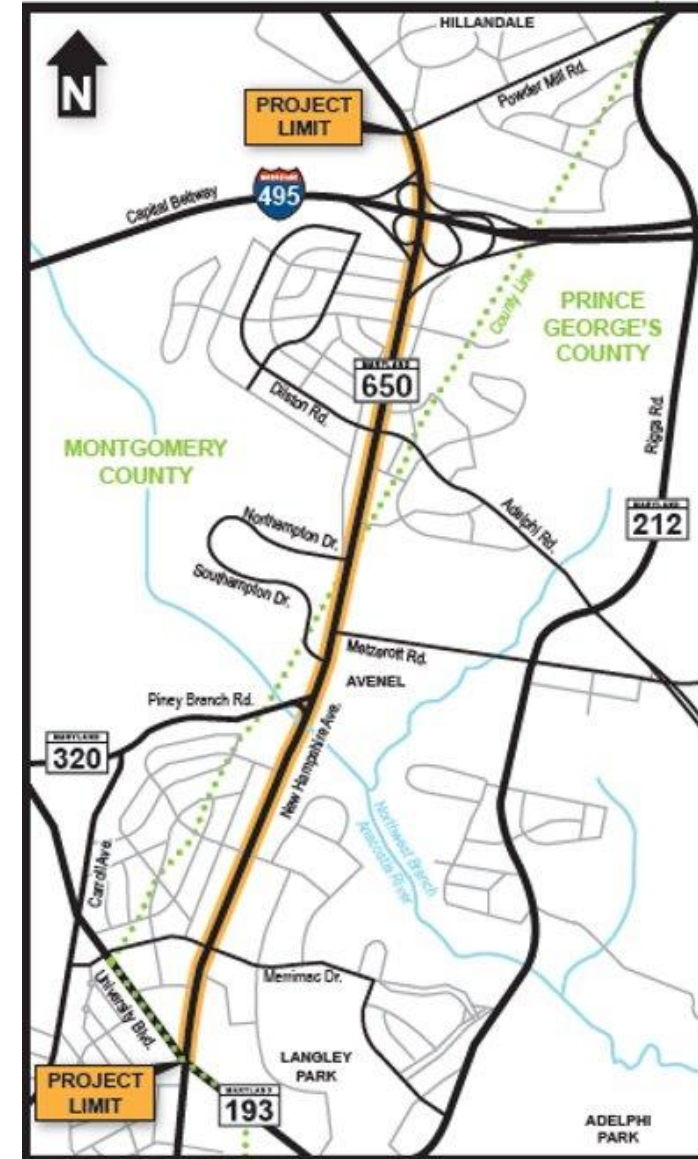
Long-term construction projects

Traffic-Focused



MD 650 PSAP Project

- **Corridor-Wide Improvements Will Include:**
 - Upgrading pedestrian ramps, median refuges, driveway entrances, and bus stops to ADA standards
 - Installing pedestrian fencing in the median at select locations to prevent mid-block crossings
 - Improve sidewalks in certain locations
 - Installing new lighting, pavement markings and signage





MD 650 PSAP IMPROVEMENTS

PRINCE GEORGE'S COUNTY, MARYLAND

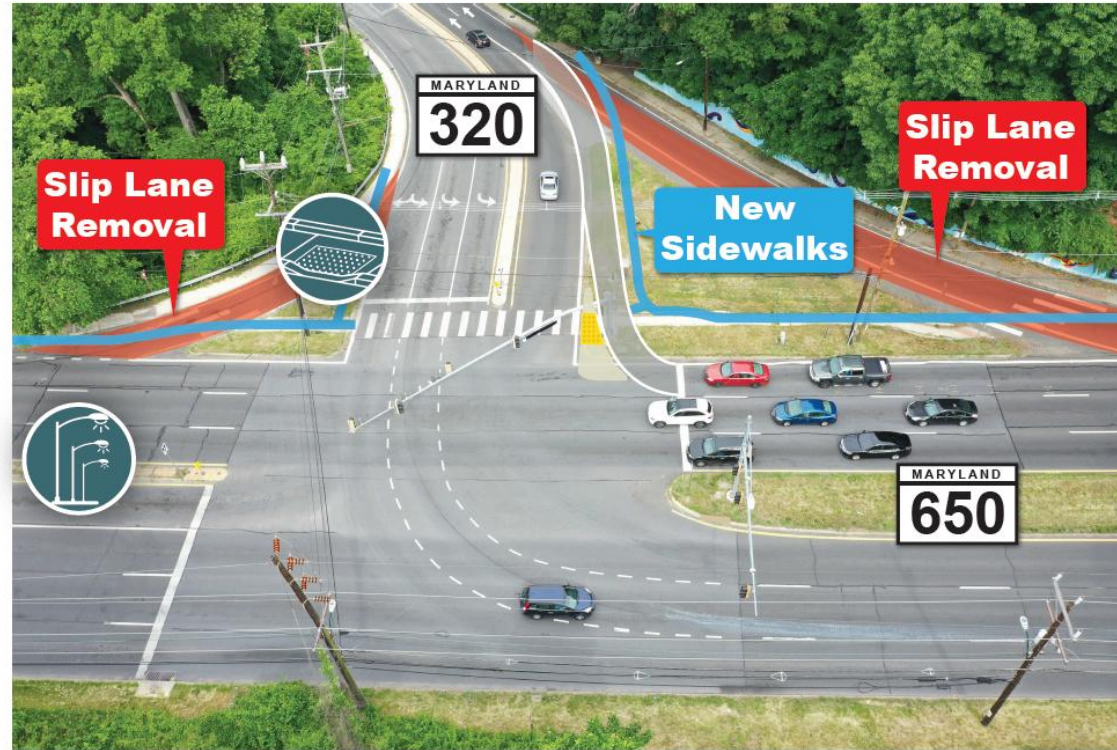


MD 650 IMPROVEMENTS INCLUDE THESE FEATURES AT THE PINEY BRANCH ROAD INTERSECTION:

- ✓ Realign the MD 320 (Piney Branch Road) intersection
- ✓ Construct ADA-compliant pedestrian ramps and sidewalks
- ✓ Install lighting
- ✓ Update crosswalks

FUNDING

- ✓ \$5 million FULLY funded through construction for improvements along MD 650 in Prince George's County



Additional improvements at locations along MD 650 in Prince George's County



Continental Crosswalks



Median Barrier



ADA Ramp and Sidewalk Upgrades



Continuous Lighting



Relocate Bus Stops



MD 650 PSAP IMPROVEMENTS

MONTGOMERY COUNTY, MARYLAND



MD 650 IMPROVEMENTS INCLUDE THESE FEATURES AT THE I-495 INTERCHANGE:

- ✓ Realign four ramps at the I-495 interchange
- ✓ Construct a new shared-use path near the I-495 interchange
- ✓ Widen sidewalk
- ✓ Install pedestrian signals
- ✓ Update crosswalks
- ✓ Construct median barrier to prevent mid-block crossings



FUNDING

- ✓ \$10 million FULLY funded through construction for improvements along MD 650 in Montgomery County

Additional improvements at locations along MD 650 in Prince George's County



Continental Crosswalks



Improved Pedestrian Signals



Relocate Bus Stops



Median Barrier



Pedestrian Median Refuge



Shared-use Path

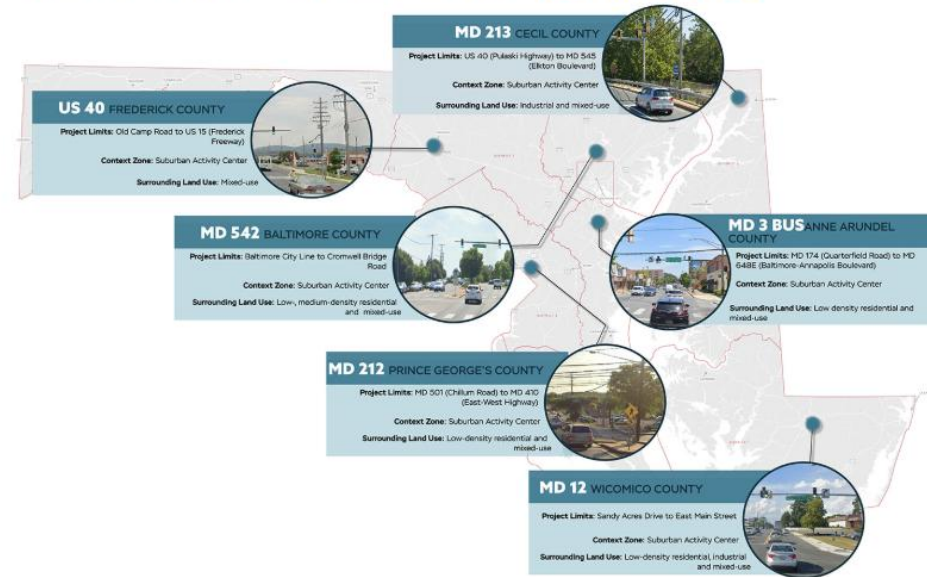


Sidewalk Widening

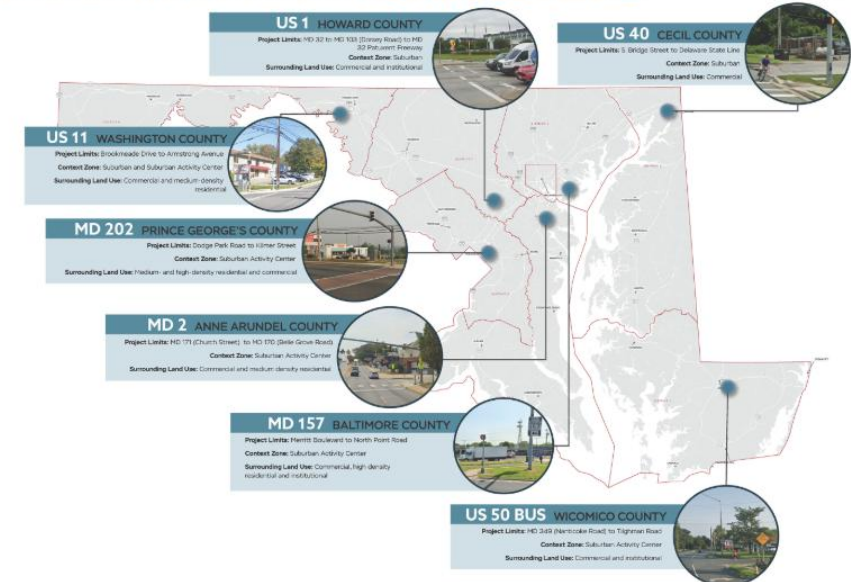
Vulnerable Road User (VRU) Safety Assessment – Maryland

- Comprehensive, data-driven statewide study of pedestrian & cyclist safety
- Builds on PSAP and supports the Maryland Strategic Highway Safety Plan (MSHSP)
- Uses crash data and risk analysis to identify high-risk corridors and locations
- Prioritizes systemwide safety improvements over isolated corridor upgrades
- Focuses on implementing FHWA proven safety countermeasures
- Emphasizes quick, cost-effective solutions (1–2 year timeframe)
- Avoids costly, long-lead streetscape elements that increase ROW and utility impacts
- Goal: deploy many targeted improvements to reduce crashes and improve mobility across the network

Vulnerable Road User CORRIDORS



Vulnerable Road User ROUND 2 CORRIDORS



Quick builds

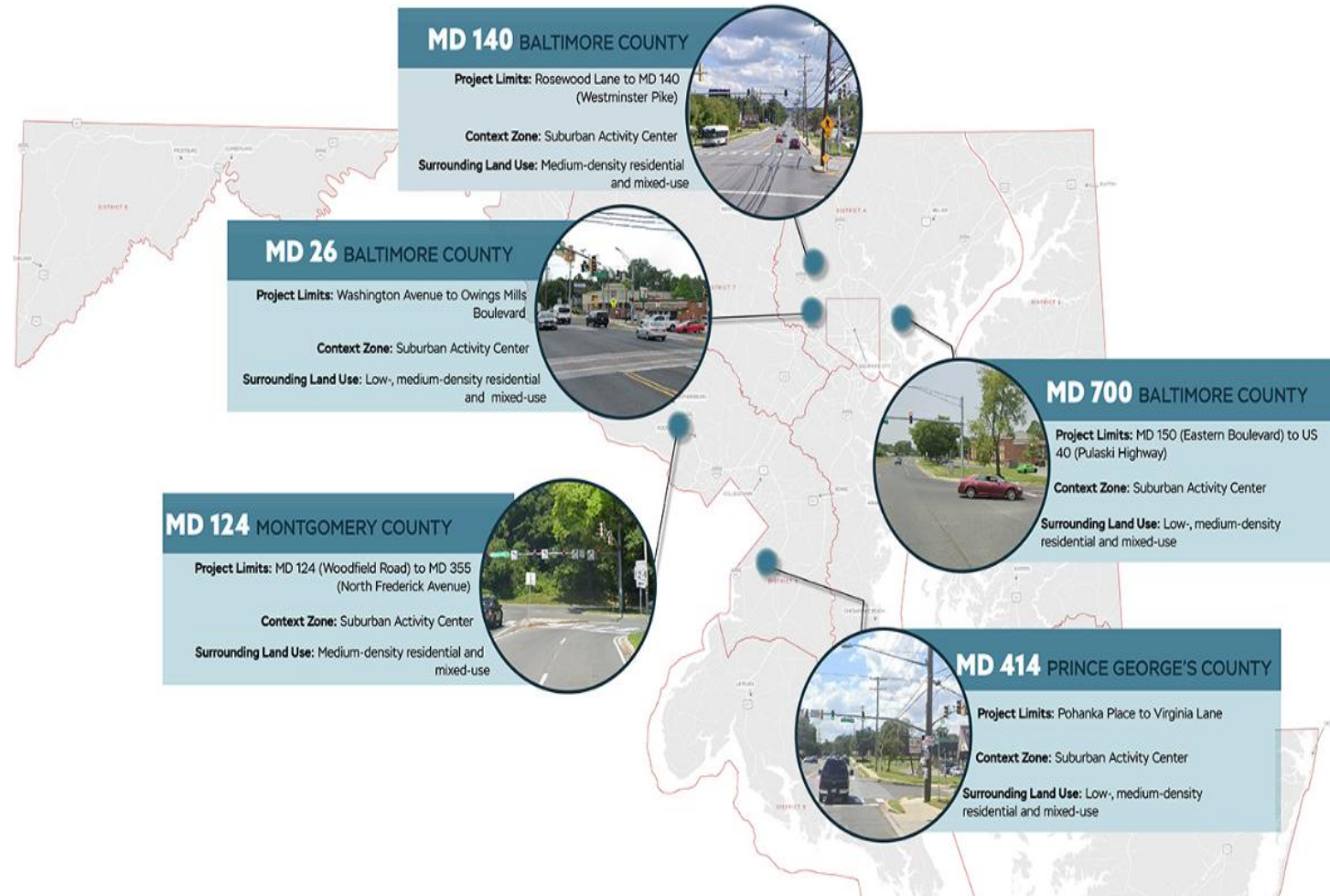
- **Complete Streets Quick Builds** are short term, easily implementable projects that allow SHA to pilot innovative improvements and address existing VRU safety needs.
- Easily implementable – low cost and accelerated timeline
- Address existing needs – respond to local needs effectively
- Innovative – allow SHA to temporarily evaluate potential improvements
- Some treatments will be permanent, and others will be removed after 6-9 months



District Safety Projects

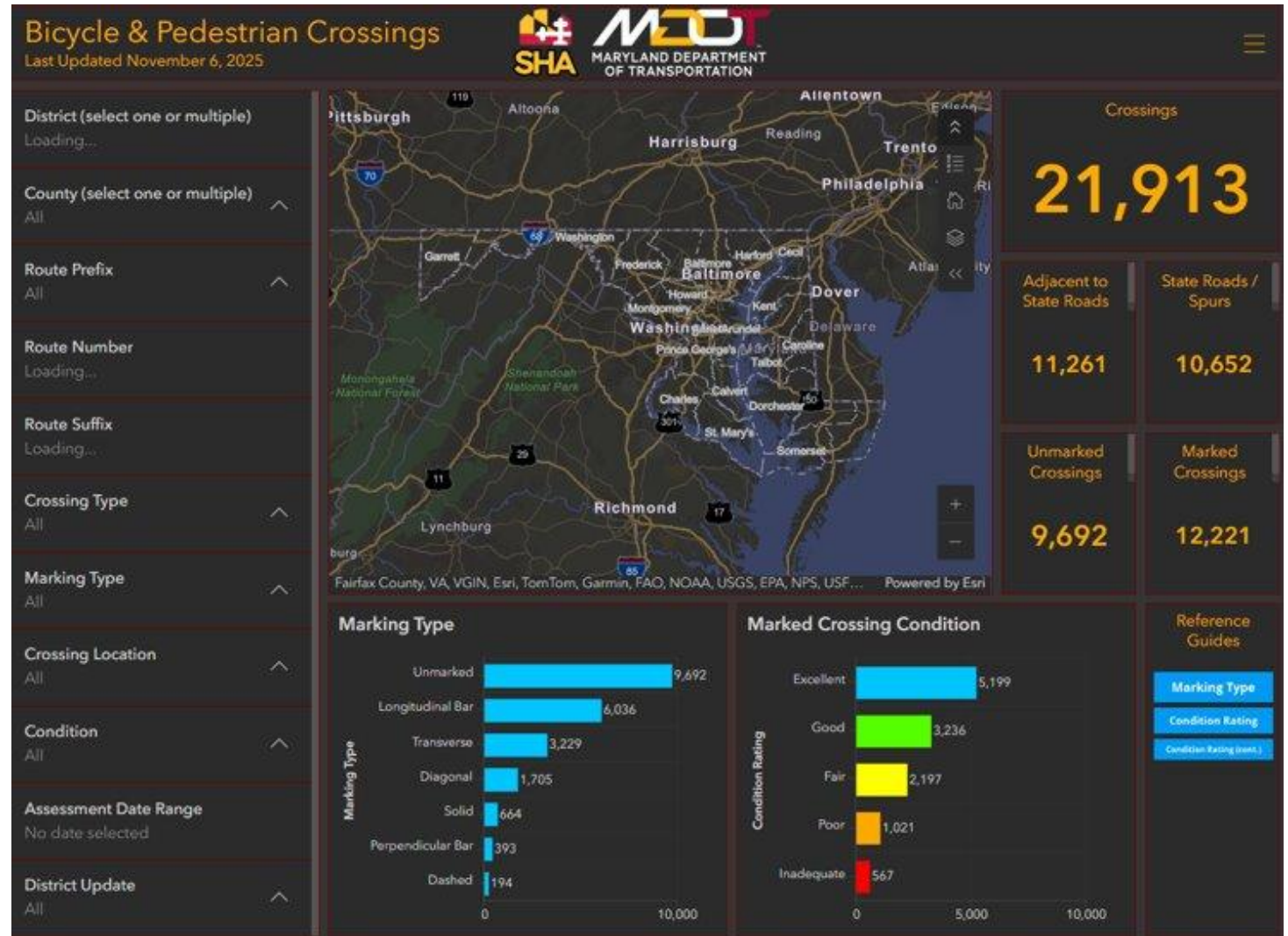
- District Safety Projects are vulnerable road user safety projects that are developed and implemented by individual SHA District offices. These projects are also selected using the PSAP Prioritization analysis.

District SAFETY PROJECTS



Crosswalk Initiative

- Collected a GIS inventory of marked and unmarked crosswalks and developed a program that has upgraded nearly 2,000 crosswalks statewide to new high visibility continental crosswalks in the last 2 years
- One of the goals on the complete streets' implementation plan is also to add new crosswalks, both controlled and uncontrolled.



Work zone Safety

Major Initiatives

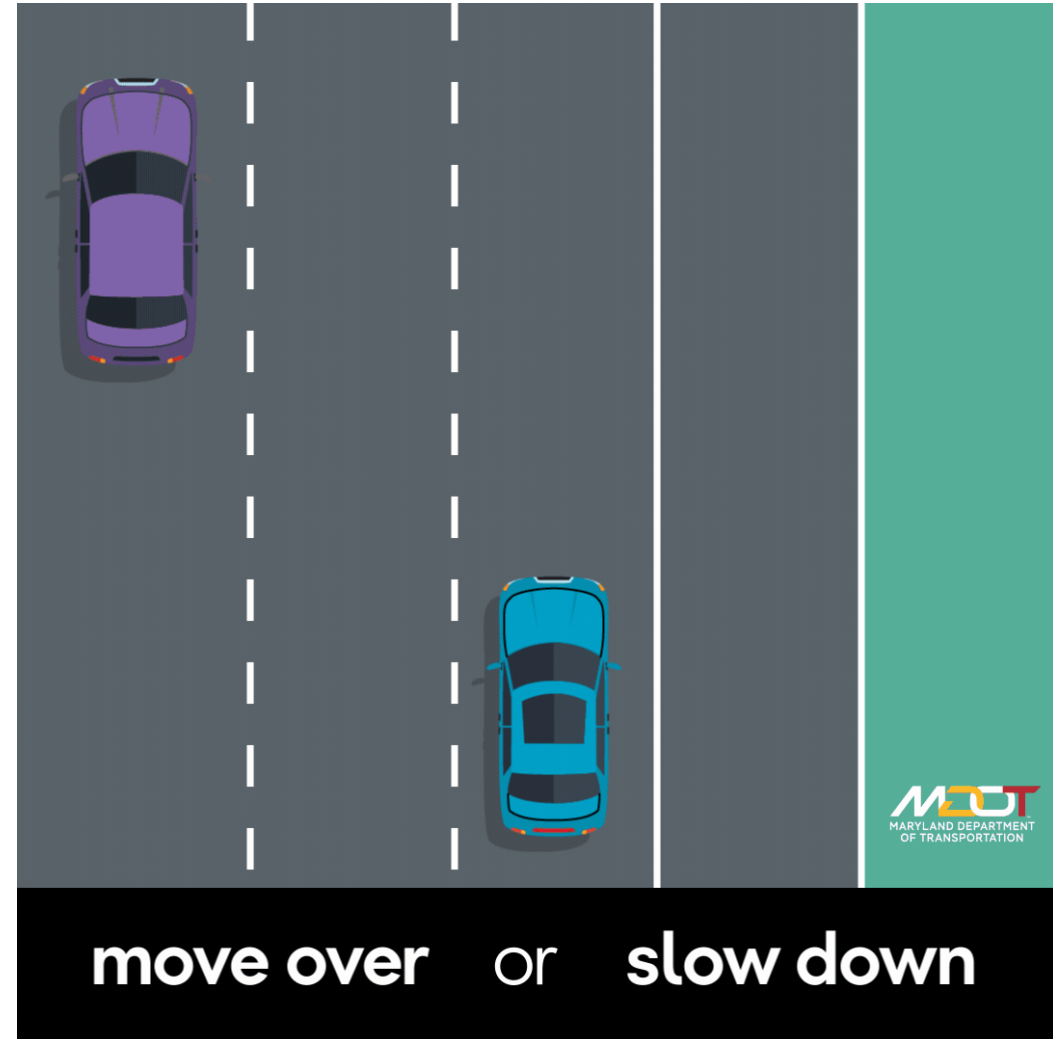
- Enhanced traffic control and signage
- Automated speed enforcement in work zones
- Increased law enforcement presence
- Real-time traveler information systems

Public Safety Programs

- “Move Over” law enforcement campaigns
- Worker safety training and outreach
- Public awareness campaigns

Impact

- Reduced crashes and fatalities in work zones
- Improved driver awareness and compliance
- Safer environment for roadway workers



Work Zones are **temporary.**
Actions behind the wheel can last **forever.**



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