

Maryland's Vulnerable Road User Safety Assessment



Baltimore Regional Transportation Board
September 19, 2023

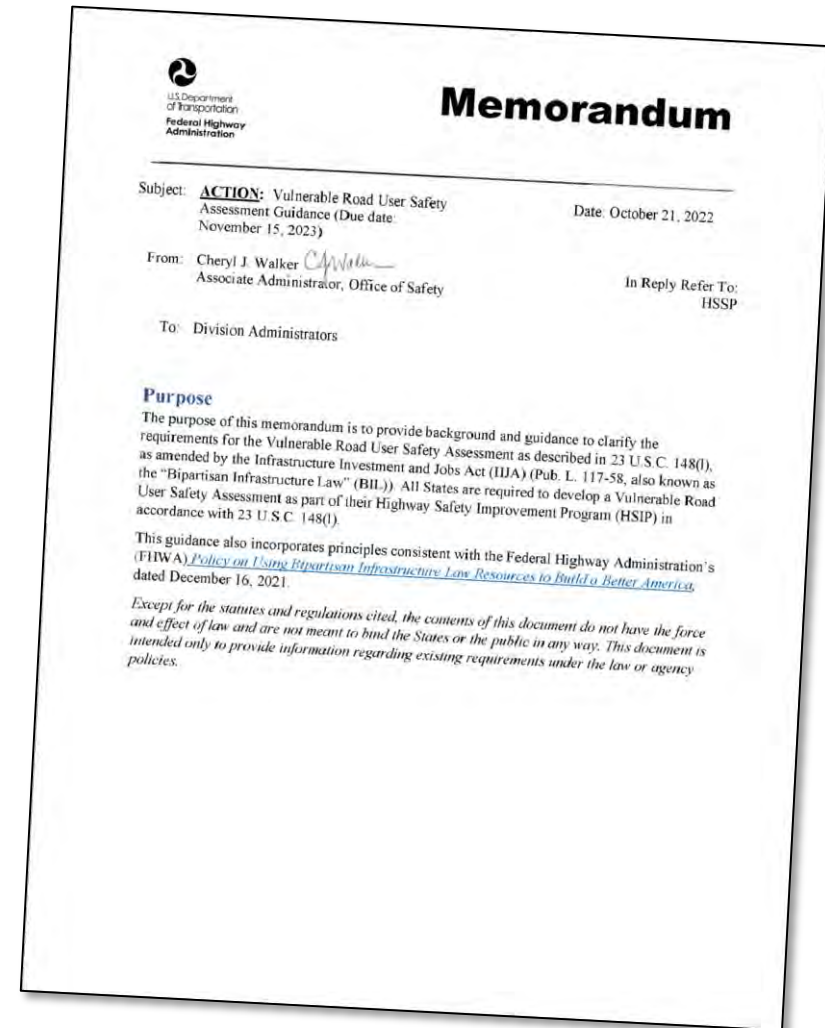
Outline of Today's Meeting

Introductory presentation

- The purpose of the Vulnerable Road User (VRU) Safety Assessment
- SHA's recently completed Pedestrian Safety Action Plan (PSAP)
- Key differences between the PSAP and the VRU Safety Assessment
- High-risk areas for walking and cycling in Maryland
- Next steps for the VRU Safety Assessment

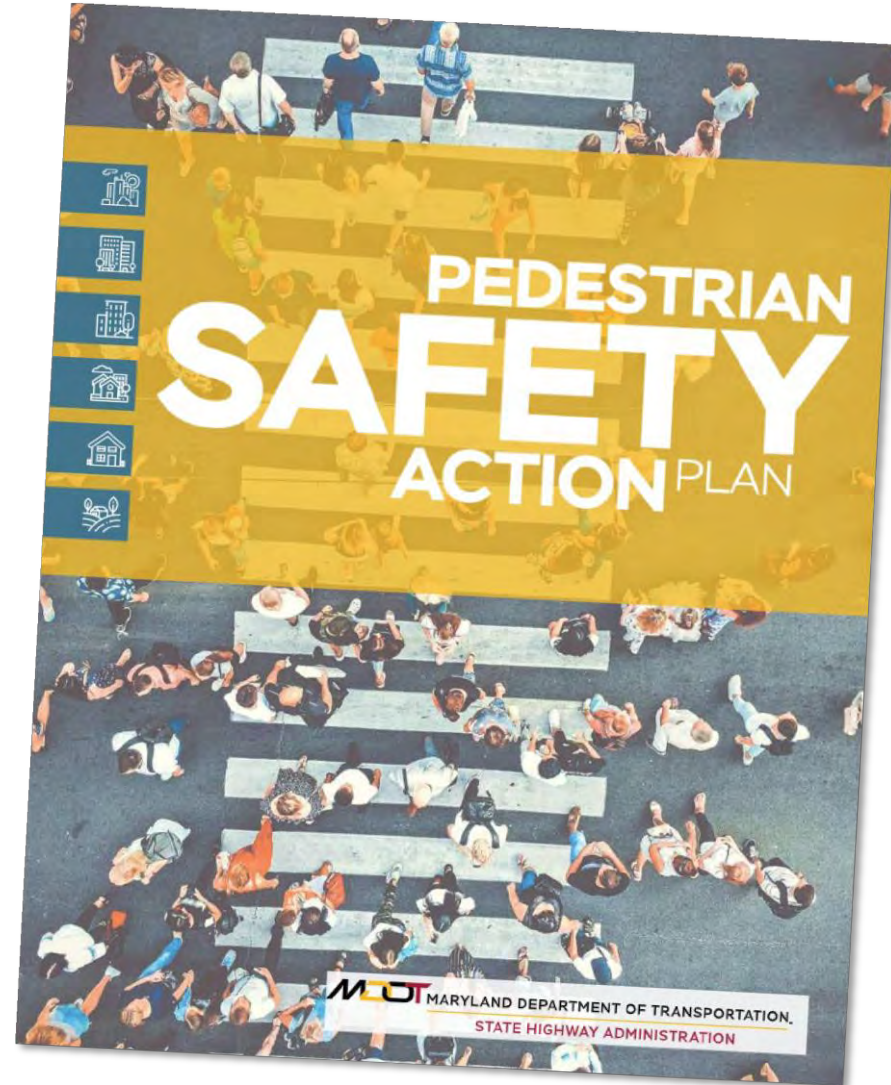
Purpose of the VRU Assessment

- A “vulnerable road user” (VRU) is someone who is walking, cycling, or rolling.
 - For FHWA’s purposes, motorcyclists are NOT considered VRUs.
 - Vulnerable road users are particularly susceptible to being killed or injured in a crash, and they account for a growing share of all transportation fatalities, both in Maryland and throughout the United States.
- Evaluate the state’s safety performance for pedestrians and cyclists.
- Develop a plan to improve safety for these travelers.



Purpose of the VRU Assessment

The VRU Safety Assessment will build on the Pedestrian Safety Action Plan that was completed recently.



Our FRAMEWORK:

Context
Driven

Our FRAMEWORK

Context Driven



DEFINE the context ➔ *Context Driven Guide*

IDENTIFY our needs, PLAN our actions






PROVIDE the tools for change ➔ *Context Driven Toolkit*

SHOW where these strategies have worked ➔ *Case Studies*

INVEST in people ➔ *Training*

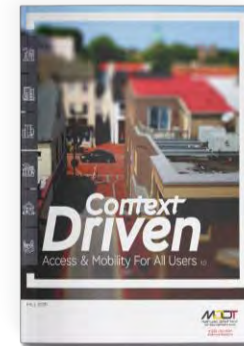
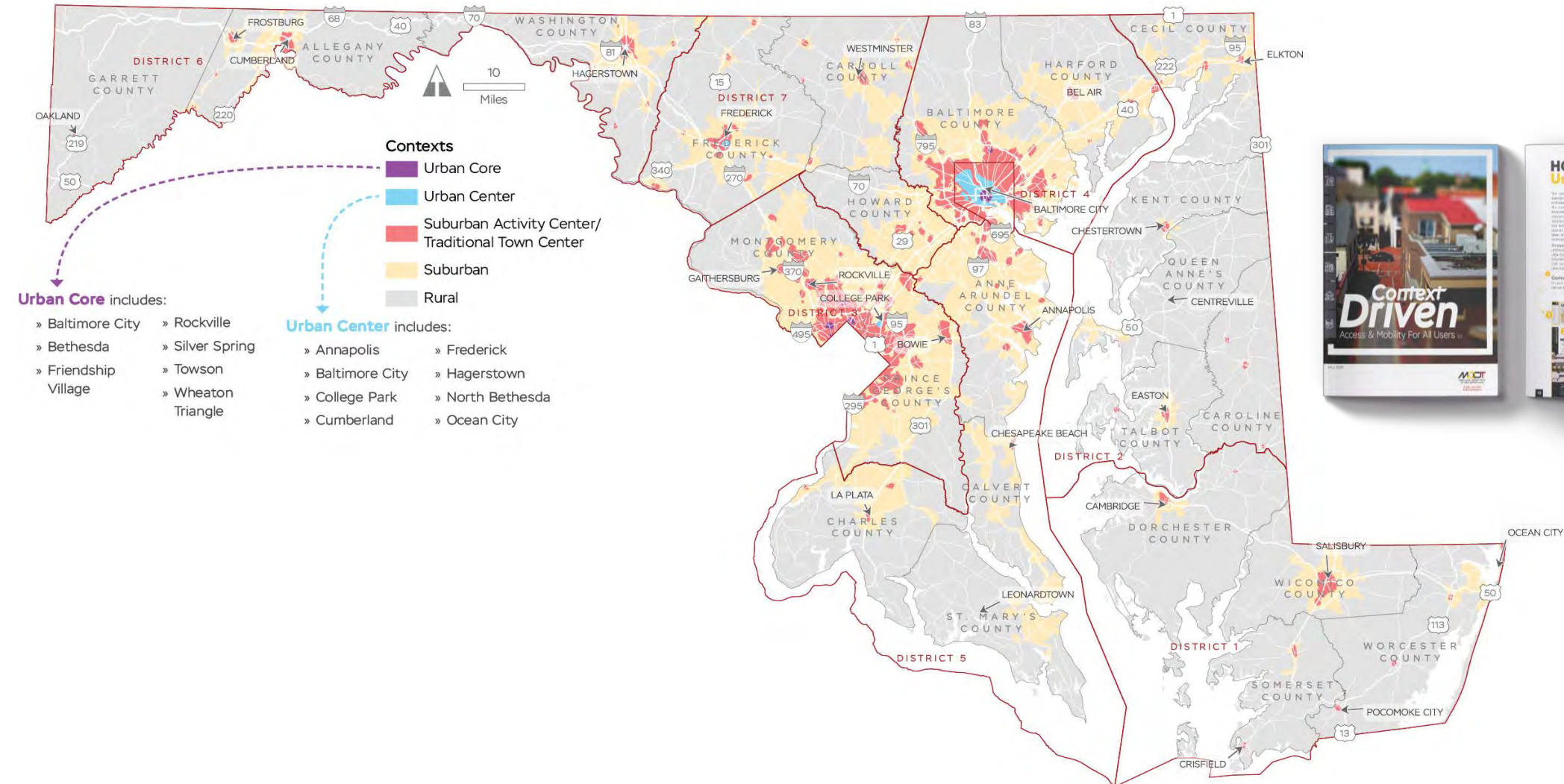
Guide

						
SHA Context Zones	Urban Core	Urban Center	Traditional Town Center	Suburban Activity Center	Suburban	Rural
Federal Designations	Urban					Rural

SHA's contexts recognize a more nuanced gradient of land uses that can better inform transportation projects in Maryland.

Guide

Context Driven



a

Context Zones

Which Context Zones the countermeasure applies to (darker shade = applicable).

b

Definition and Description

An in-depth explanation of the countermeasure.

c

Considerations

Special considerations to pay attention to when implementing.

d

Examples

Photos of the countermeasure as applied.

e

Complimentary Countermeasures

Other countermeasures that this countermeasure is often paired with to enhance safety outcomes.

f

Applications

Where and how a countermeasure is typically applied to a street or road design.

g

References

Lists state/national guidance and standards that were consulted in formulating the countermeasure.



SHA's

PEDESTRIAN SAFETY ACTION PLAN

What IS A PEDESTRIAN SAFETY ACTION PLAN



PEDESTRIAN SAFETY ACTION PLAN

EVERYONE IS A PEDESTRIAN!

Even if you drive for most of your trips, everyone is a pedestrian at some point, even if that is just walking from your parked car to your destination.

SHA decided to develop the PSAP to answer the question:

“Where and how can we address vulnerable user needs across the SHA transportation system?”



What IS A PEDESTRIAN SAFETY ACTION PLAN



PEDESTRIAN SAFETY ACTION PLAN

The PSAP also advances Maryland Strategic Highway Safety Plan goals:

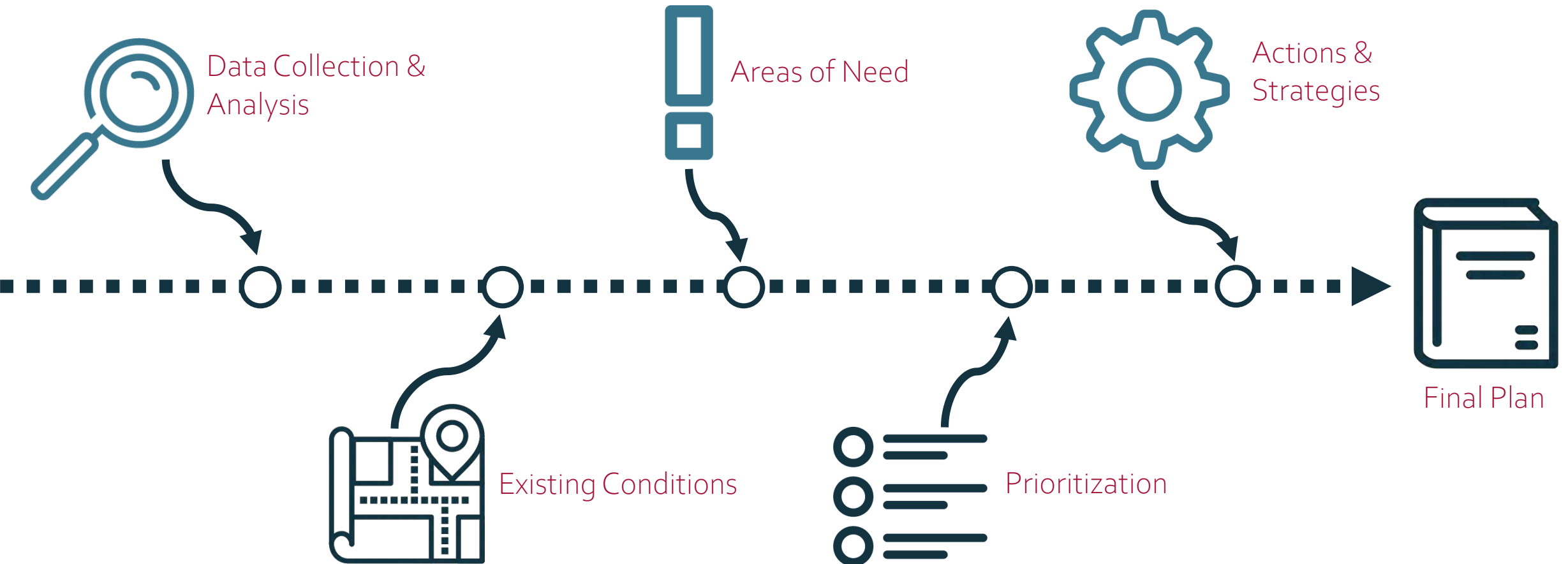
- Address the 4_Es: Enforcement, Engineering, Education, Emergency Medical Services.
- Consider land use context in the way we design roads.
- Differentiate between mobility and access.
- Prioritize roadway design projects that will enhance safety for all Marylanders (pedestrians, bicyclists, drivers, transit users).



What ARE THE STEPS



PEDESTRIAN SAFETY ACTION PLAN



Existing CONDITIONS

PEDESTRIAN SAFETY ACTION PLAN

state of BICYCLE AND PEDESTRIAN SAFETY IN MD

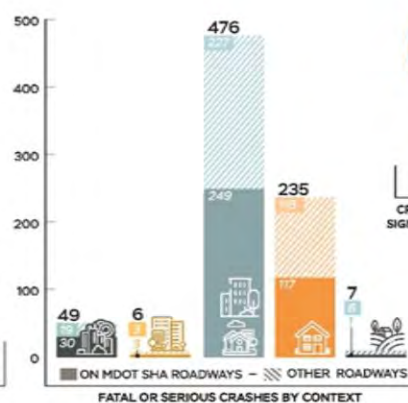
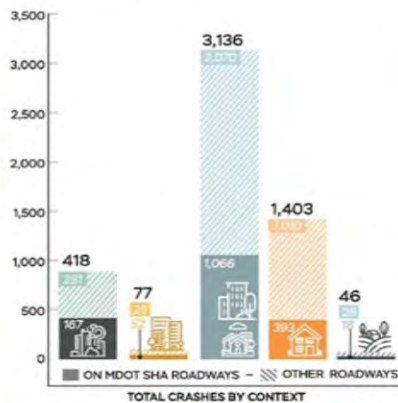
DISTRICT 3

- Montgomery County
- Prince George's County



MDOT SHA District 3 is in the National Capital Region. With a total population of 1,960,015, it is Maryland's most populous MDOT SHA district and includes many areas with high levels of pedestrian traffic. There were 5,080 bicycle and pedestrian crashes in District 3 between 2016-2019, or about 2.6 crashes per 1,000 residents. Major roadways include I-95, I-270, and I-475; US 1, US 29, US 50, and US 301; and MD 4, MD 5, MD 97, MD 200 (Intercounty Connector/ICC), MD 201, and MD 355. Approximately 71% of the population is an active workforce member, and the average commute time is 36 minutes. District 3 contains lively urban areas with sprawling and densely populated suburbs. With a land area of 974 square miles, it is the smallest MDOT SHA district geographically and the most densely populated.

Context Zones: Predominantly Suburban, Suburban Activity Center, and Traditional Town Center. Two Urban Center context zones are present at the University of Maryland-College Park and the White Flint Metro Station. Several Urban Core context zones are in Silver Spring, Bethesda, Rockville, and the Wheaton and Friendship Heights Metro Stations.



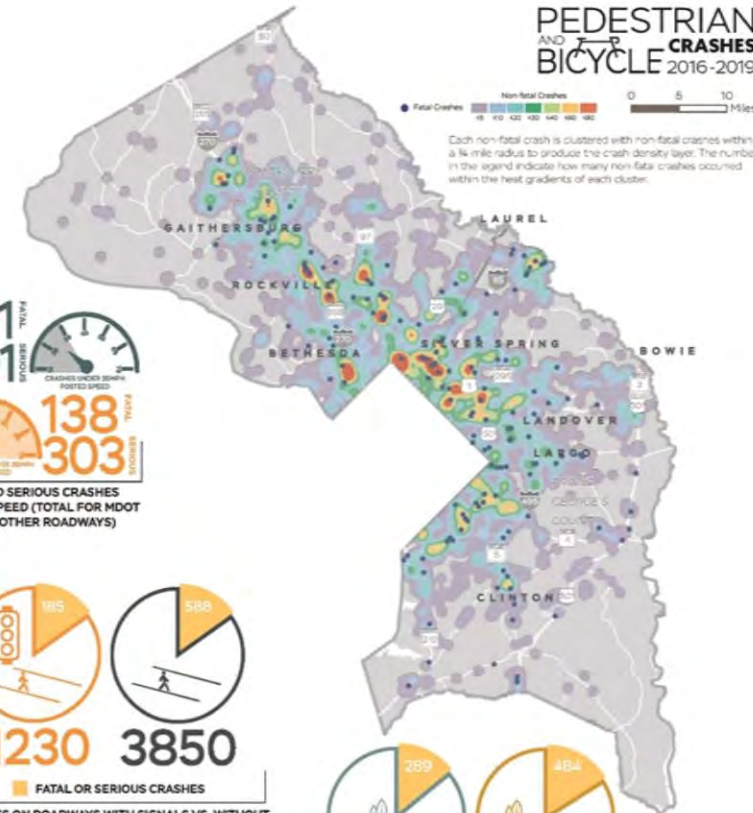
FATAL AND SERIOUS CRASHES BY POSTED SPEED (TOTAL FOR MDOT SHA AND OTHER ROADWAYS)



CRASHES ON ROADWAYS WITH SIGNALS VS. WITHOUT SIGNALS (TOTAL FOR MDOT SHA AND OTHER ROADWAYS)



CRASHES AT INTERSECTIONS VS. NON-INTERSECTION (TOTAL FOR MDOT SHA AND OTHER ROADWAYS)



Areas of Need are broad geographic areas that have the highest need for non-motorized safety improvements based on:

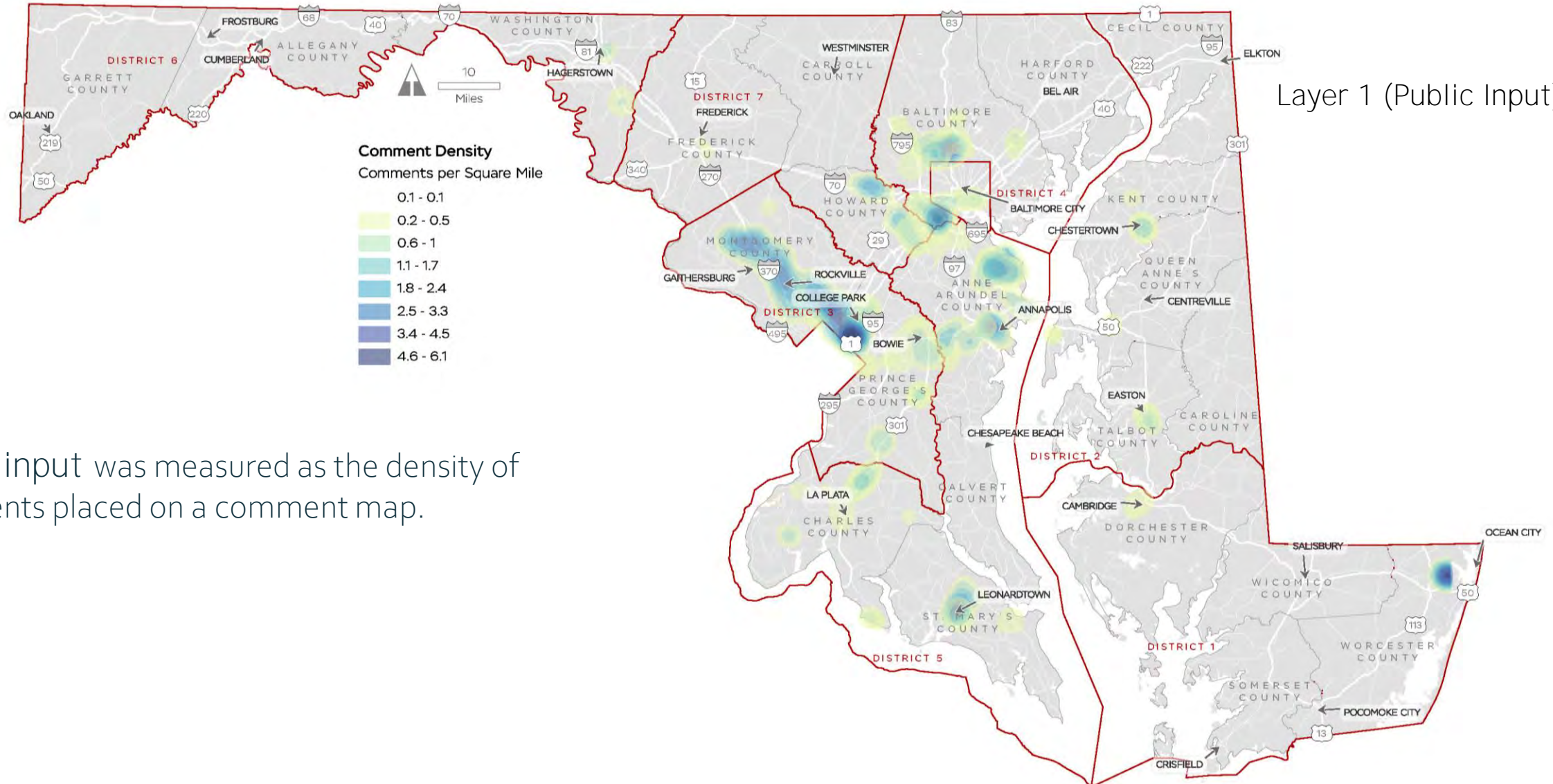
- public input,
- equity,
- non-fatal pedestrian and bicycle crash density,
- fatal and serious pedestrian and bicycle crash density, and
- Short Trip Opportunity Areas.

Within the identified areas of need, specific roadways were identified as candidates for safety improvements through the Prioritization process.

Areas OF NEED

PEDESTRIAN SAFETY ACTION PLAN

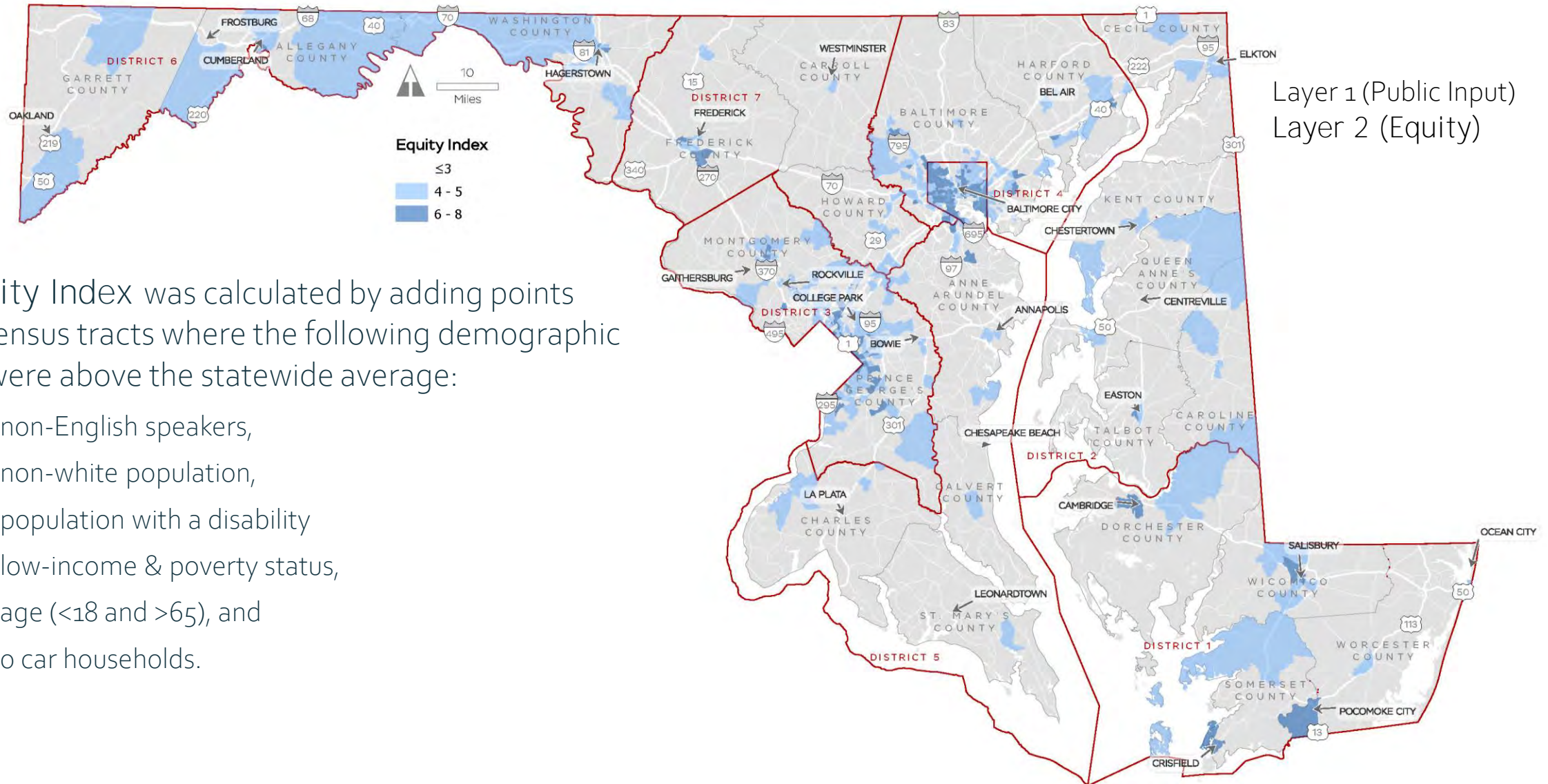
Layer 1 (Public Input)



Public input was measured as the density of comments placed on a comment map.

Areas OF NEED

PEDESTRIAN SAFETY ACTION PLAN

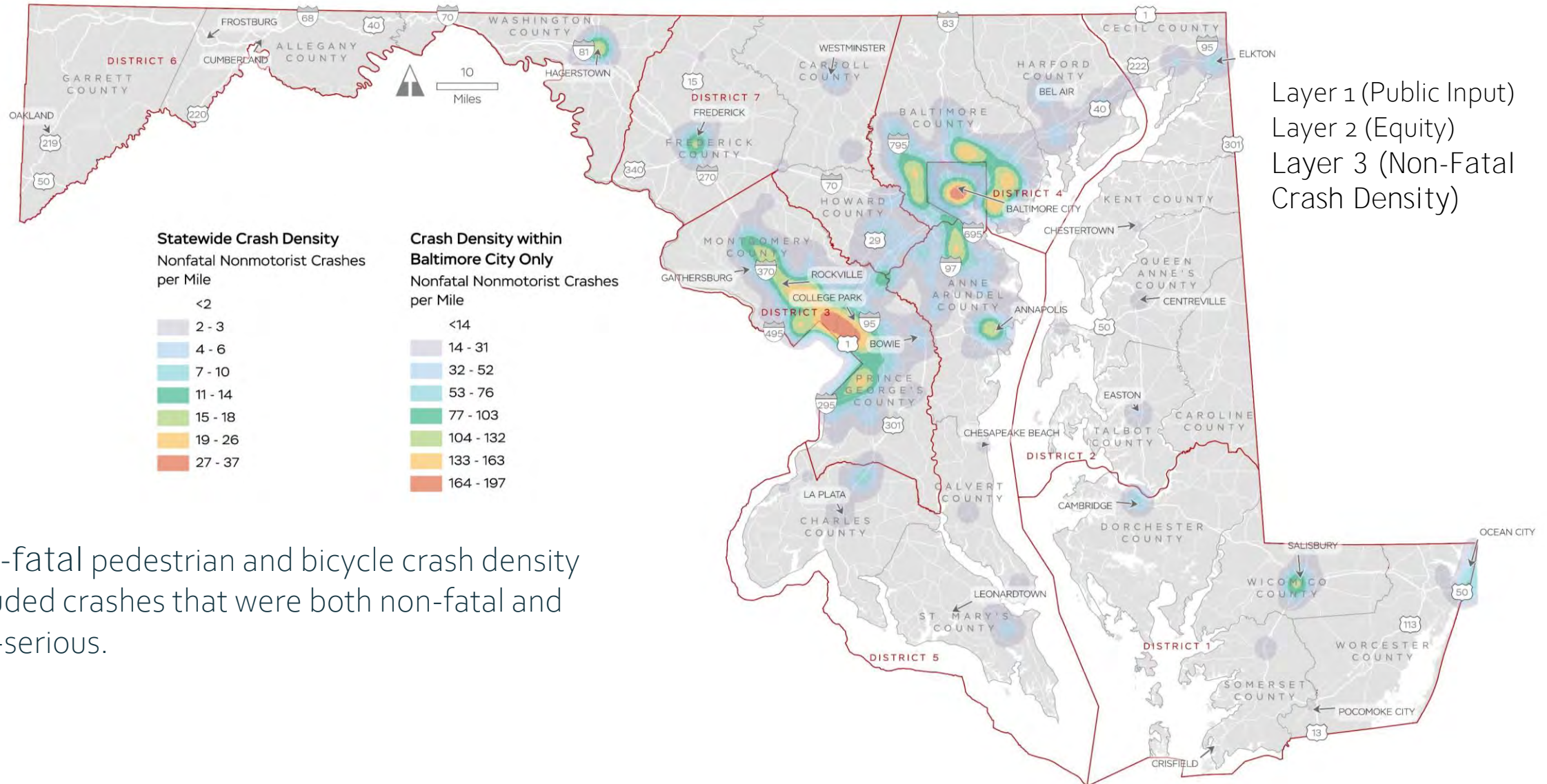


The Equity Index was calculated by adding points within Census tracts where the following demographic factors were above the statewide average:

- non-English speakers,
- non-white population,
- population with a disability
- low-income & poverty status,
- age (<18 and >65), and
- no car households.

Areas OF NEED

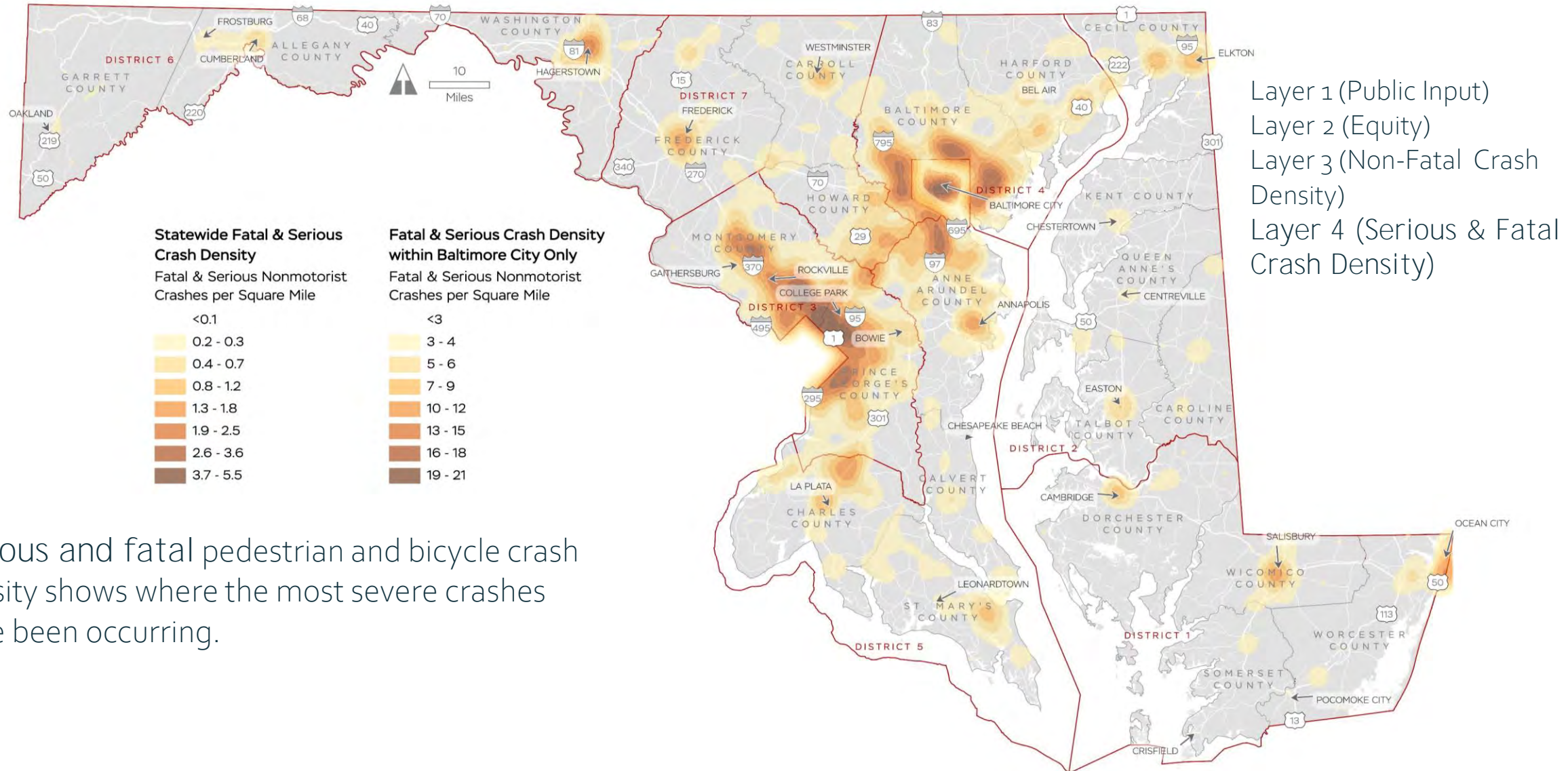
PEDESTRIAN SAFETY ACTION PLAN



Non-fatal pedestrian and bicycle crash density included crashes that were both non-fatal and non-serious.

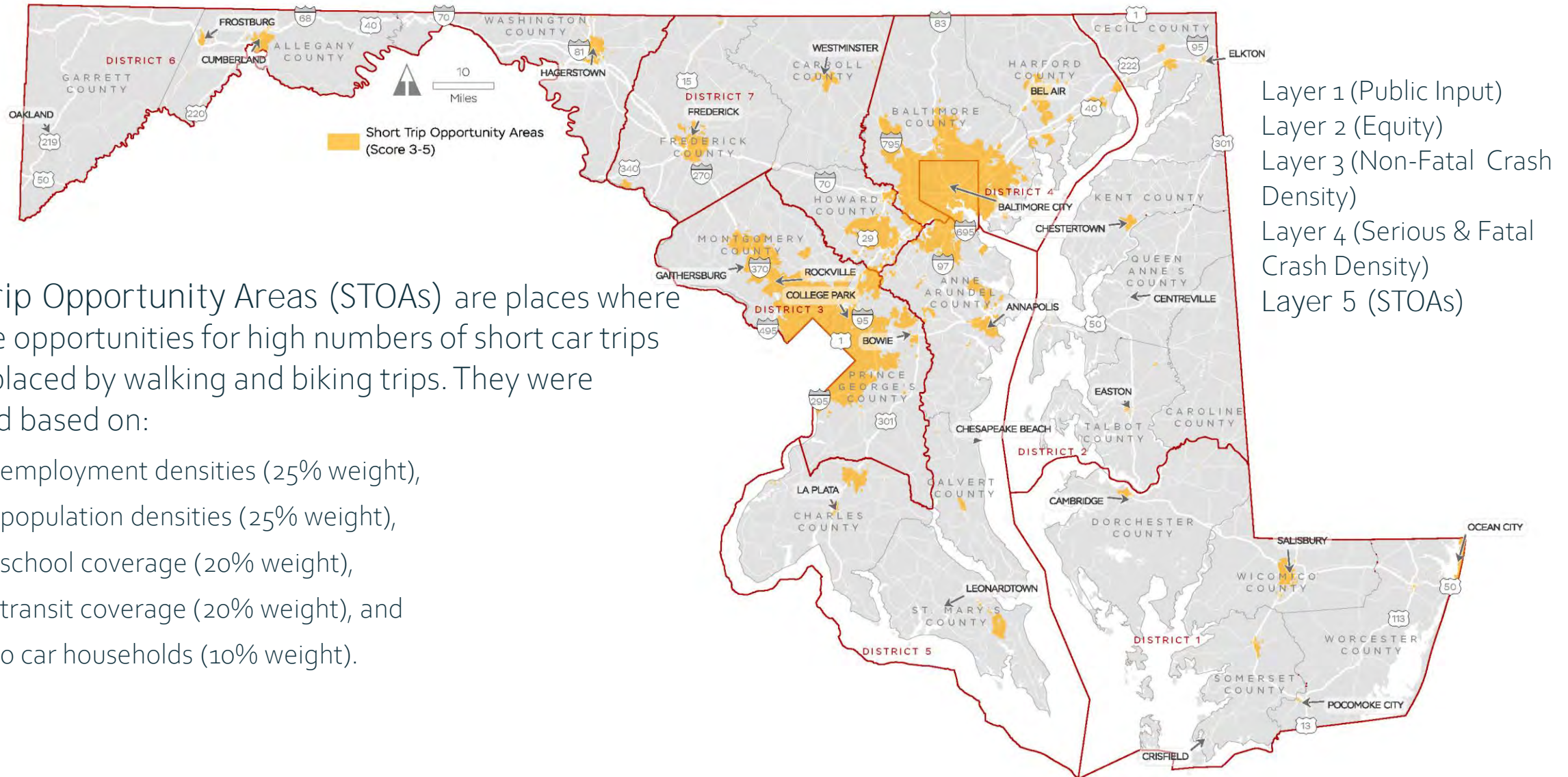
Areas OF NEED

PEDESTRIAN SAFETY ACTION PLAN

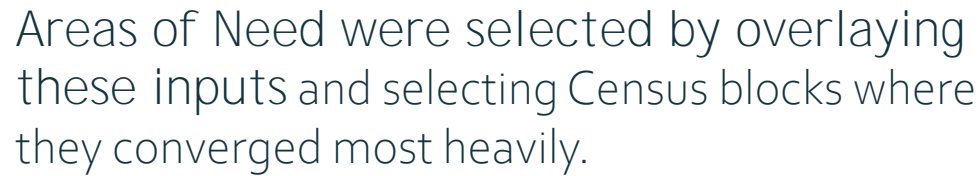


Areas OF NEED

PEDESTRIAN SAFETY ACTION PLAN



PEDESTRIAN SAFETY ACTION PLAN



SHA roadways within these Areas of Need were then analyzed in more detail in the Prioritization process, which identified priority corridors throughout the state.

Priority CORRIDORS

PEDESTRIAN SAFETY ACTION PLAN

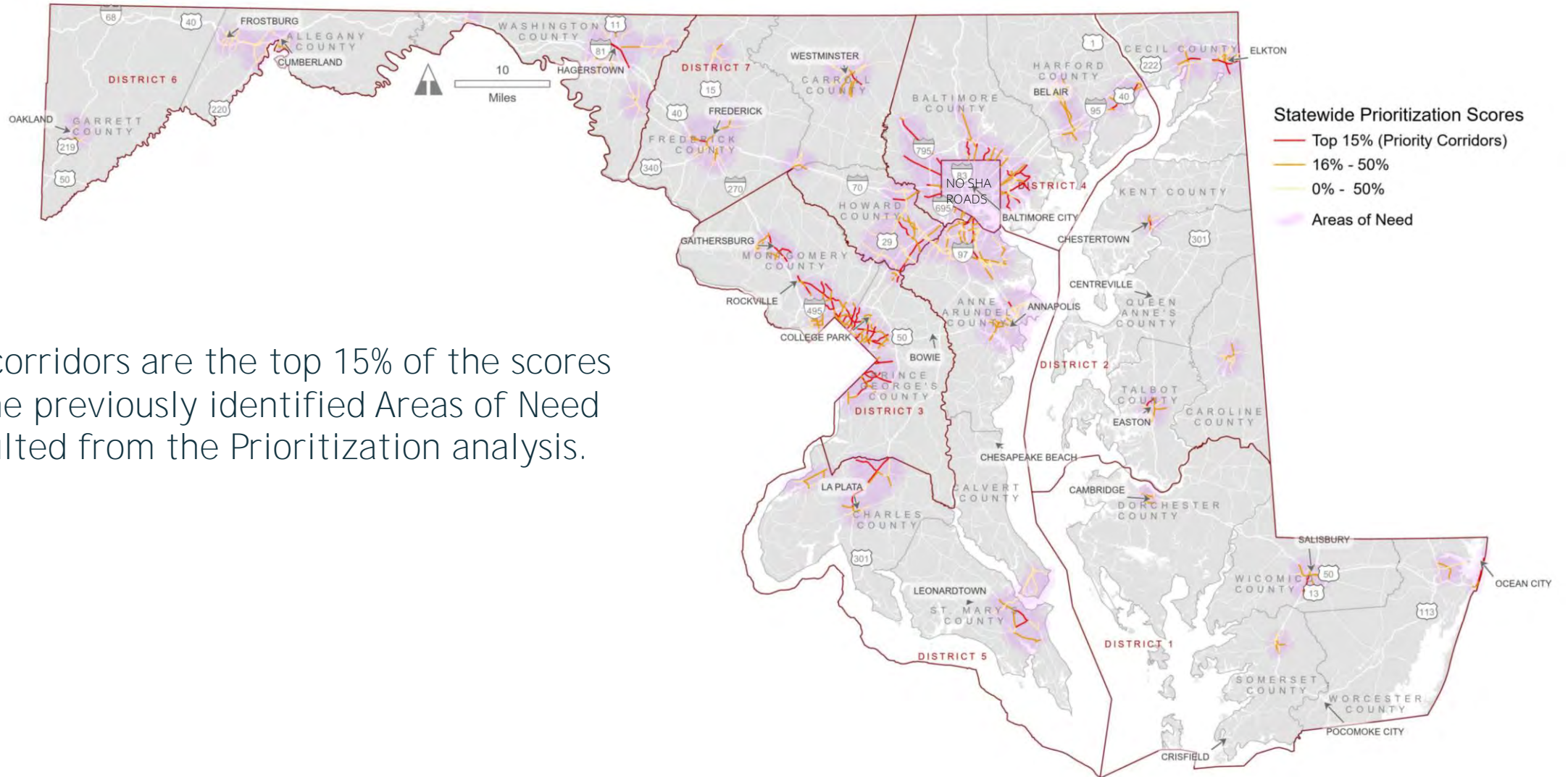
Priority corridors were selected within the Areas of Need through the prioritization analysis. This involved weighted scoring of each SHA roadway within each Area of Need using the following factors:

- fatal non-motorized crashes per mile (above average),
- serious non-motorized crashes per mile (above average),
- other non-motorized crashes per mile (above average),
- Equity Index score,
- Short Trip Opportunity Areas,
- Highway Safety Improvement Program (HSIP) data,
- one-half mile rail transit walksheds,
- bus stop density (above average),
- SHA Bike Spine, and
- schools.



Priority CORRIDORS

PEDESTRIAN SAFETY ACTION PLAN



Priority corridors are the top 15% of the scores within the previously identified Areas of Need that resulted from the Prioritization analysis.

PSAP

IN ACTION

COORDINATE

with local agencies and jurisdictions

INVEST

in communities

MEASURE

outcomes to evaluate effectiveness of countermeasures

RESEARCH and MONITOR

new and evolving tools, standards, and technologies

UPDATE and REVIEW

data methodologies and tools

TRAIN

SHA and other staff

INNOVATE

to stay at the forefront of industry best practices and technology

MAINTAIN

infrastructure investments

REVIEW

projects and policies for pedestrian safety

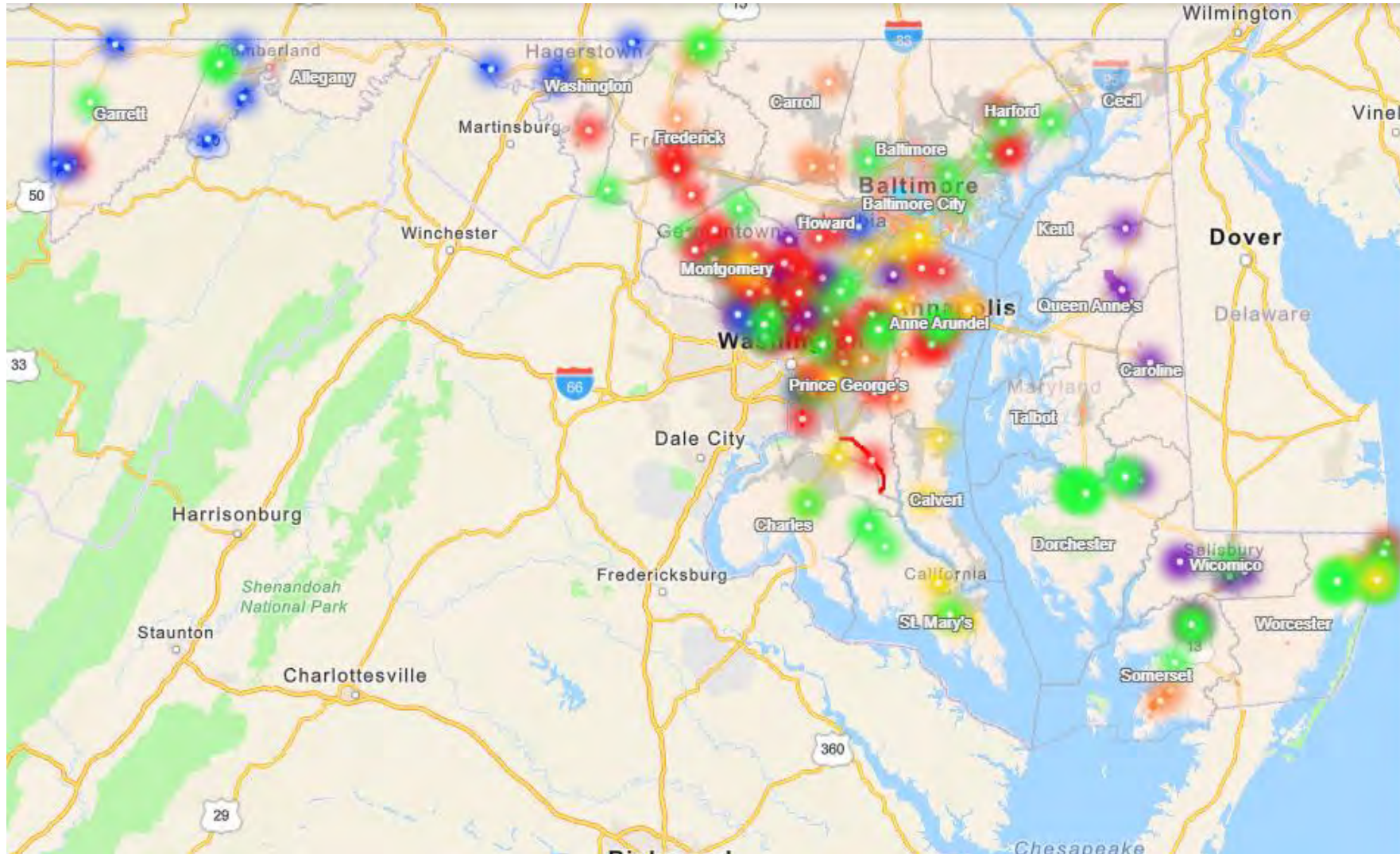
EDUCATE

the public

More than 300 context-driven bicycle and pedestrian safety projects throughout the state have been completed during the PSAP development process, beginning in 2019.

The PSAP will continue to help SHA district offices identify where the need for pedestrian and bicycle safety is greatest and provide them with the guidance to develop projects.





Legend

Context Driven Improvements

- Continental Crosswalk
- Signals, Signage and Lighting
- Lane Width Reduction
- Other Bicycle and Pedestrian Improvements
- Bicycle Lanes
- Speed Limit Reduction

Context Driven Improvements (Linear Extents)

- Continental Crosswalk
- Signals, Signage and Lighting
- Lane Width Reduction
- Other Bicycle and Pedestrian Improvements
- Bicycle Lanes
- Speed Limit Reduction

SHA has programmed \$75 million for pedestrian safety improvements and is actively developing projects to begin design activities for the top-scoring corridors.



How the VRU differs from the PSAP

The Federal VRU guidance was released in October 2022, as SHA was completing the PSAP.

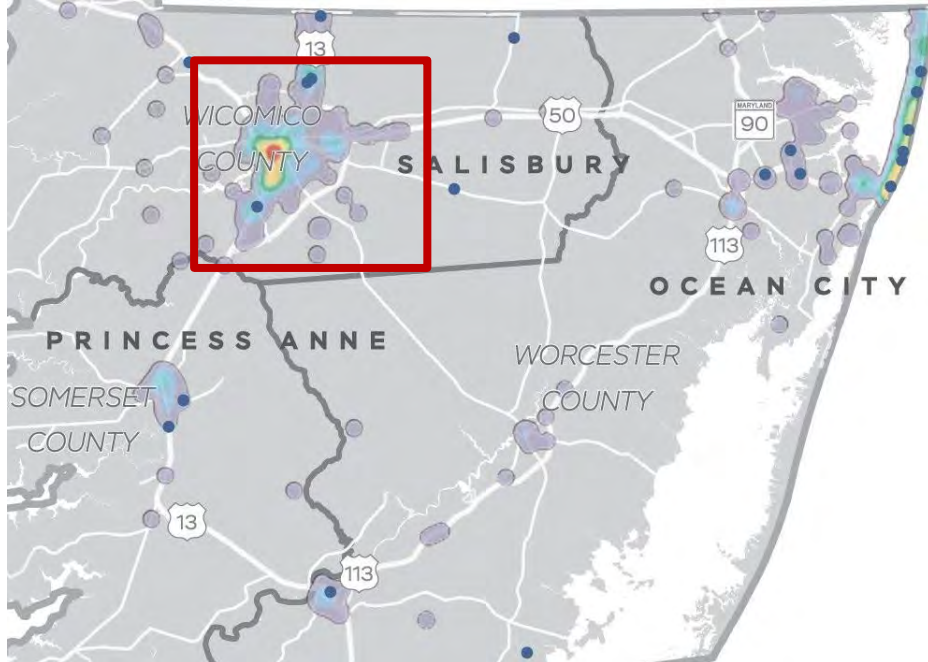
Although the PSAP contains most of the information needed for the VRU Safety Assessment, there are three key differences.

How the VRU differs from the PSAP

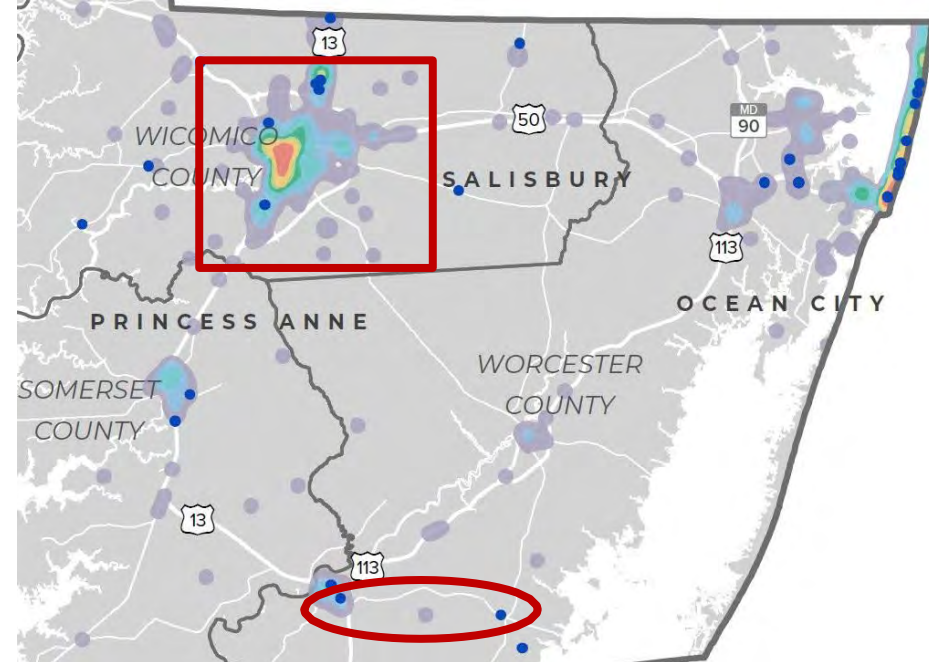
1 Federal VRU guidance requires at least five years of data.

- The PSAP, developed before the Federal guidance was published, used four years of data (2016-2019).
- The VRU Safety Assessment uses six years of data (2016-2021).

PSAP



VRU



How the VRU differs from the PSAP

- 2 In the VRU Safety Assessment, “**high-risk areas**” (the equivalent of “**priority corridors**” in the PSAP) must include local roads.
 - The PSAP included all crashes in the state in the initial analysis, however,
 - PSAP priority corridors were limited to state roads.

SHA will provide information on high-risk areas on local roads to the counties or municipalities where those roads are located. Counties and municipalities may use that information when considering road safety projects.

How the VRU differs from the PSAP

- 3 To add to the comprehensive input received during development of the PSAP, additional consultation is being held with interested parties throughout the state. This consultation, consisting of virtual meetings and an online survey, would give us more insight into the high-risk areas identified by the assessment.

Five virtual meetings were held to cover all parts of Maryland:

- Eastern Shore (Districts 1 and 2): July 11.
- Montgomery and Prince George's counties (District 3): July 13.
- Baltimore and northern suburbs (District 4 and Baltimore City): July 18.
- Southern Maryland and Anne Arundel County (District 5): July 19.
- Western Maryland and Howard County (Districts 6 and 7): July 20.

Two ways for consultations

1

Consultation meeting

- The audience were asked about three questions:
 1. In your experience, what are the primary pedestrian safety concerns on this corridor?
 2. In your experience, what are the primary cyclist safety concerns on this corridor?
 3. What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?

Two ways for consultations

2

Online survey

- Interested parties can select the high-risk areas on which they would like to comment.
- The survey asks the same three questions about each area:
 1. In your experience, what are the primary pedestrian safety concerns on this corridor?
 2. In your experience, what are the primary cyclist safety concerns on this corridor?
 3. What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?

VULNERABLE ROAD USER SAFETY ASSESSMENT





Baltimore City

High-risk areas, Baltimore City

TABLE 4.9: BALTIMORE CITY

Map ID	Prefix	Route	Name	From	To
1	US	1	North Ave	Falls Rd	St Paul St
2	MU	1370	E Monument St	N Washington St	Edison Hwy
3	US	1	Fulton Ave	Lombard St	US 40
4	MU	100	Patapsco Ave	Washington Blvd	Baltimore Washington Pkwy
5	MU	1281	Washington Blvd	S Monroe St	S MLK Jr Blvd
6	MU	1395	W Lombard St	S Fulton Ave	S MLK Jr Blvd
7	US	40	Franklin St	Poplar Grove St	N Pulaski St
8	MU	6020	MLK Jr Blvd	W Lombard St	N Mulberry St
9	MU	2210	W North Ave	N Hilton St	N Monroe St
10	MD	129	Druid Hill Ave	N MLK Jr Blvd	W North Ave
11	MU	4005	Pennsylvania Ave	N MLK Jr Blvd	W North Ave
12	MU	1900	W Lafayette Ave	N Franklinton Rd	N Monroe St
13	MU	1680	E Fayette St	N Washington St	N Highland Ave
14	MU	1680	E Fayette St	Fallsway	N Wolfe St
15	MU	1920	Edmondson Ave	Poplar Grove St	N Monroe St
16	MU	1920	Edmondson Ave	N Fulton Ave	N Fremont Ave
17	MU	129	Park Heights	Druid Park Dr	W Cold Spring Ln
18	MU	129	Park Heights	W Cold Spring Ln	W Northern Pkwy
19	MU	1023	Gwynns Falls Pkwy	N Hilton St	N Monroe St
20	MU	6020	Park Heights	W Franklin Ave	Druid Hill Ave
21	MD	173	Patapsco Ave	Potee Ave	Fairhaven Ave
22	MD	648	Annapolis Rd	Waterview Ave	Baltimore Washington Pkwy

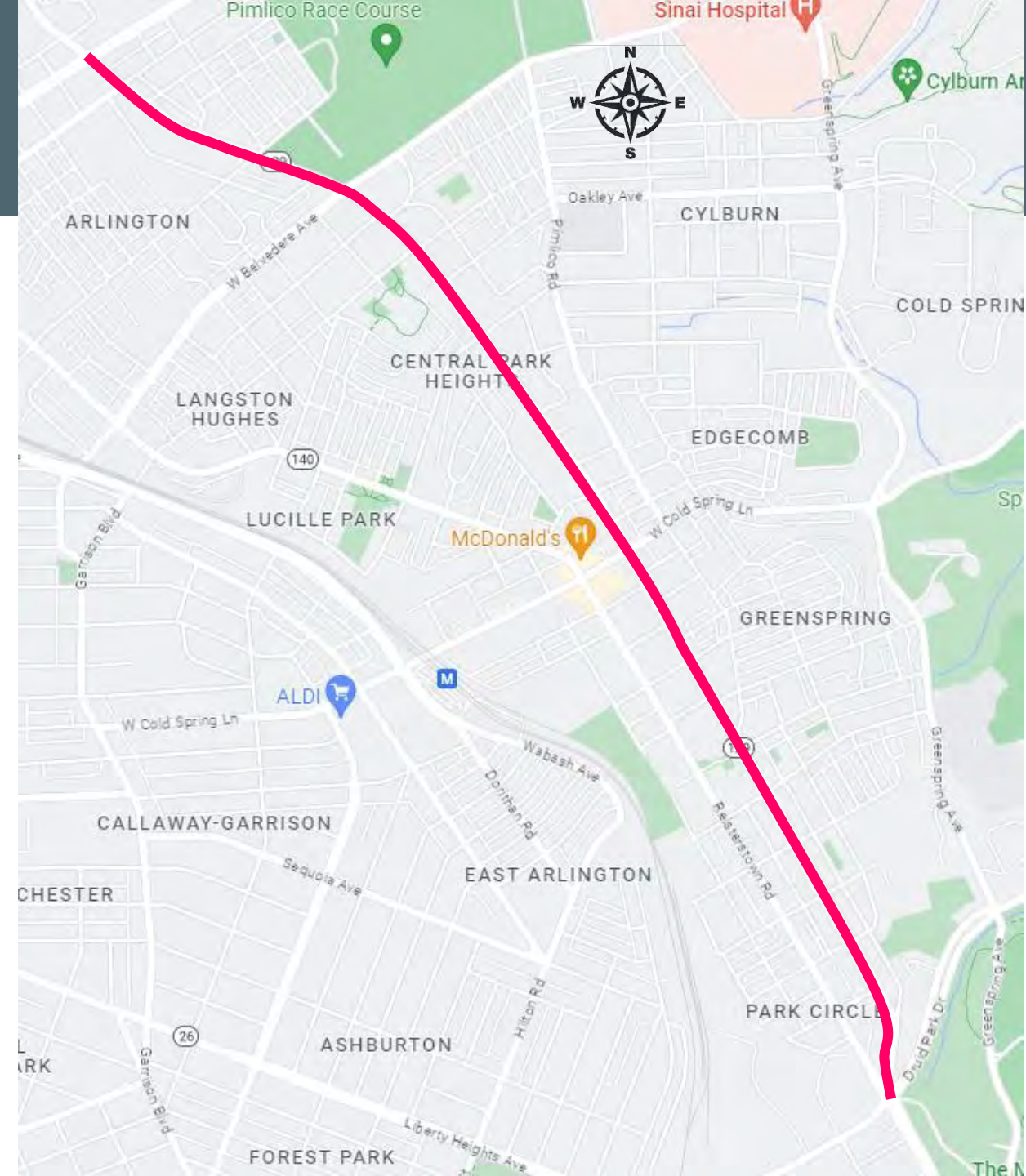
All streets and highways in Baltimore are maintained by the City.



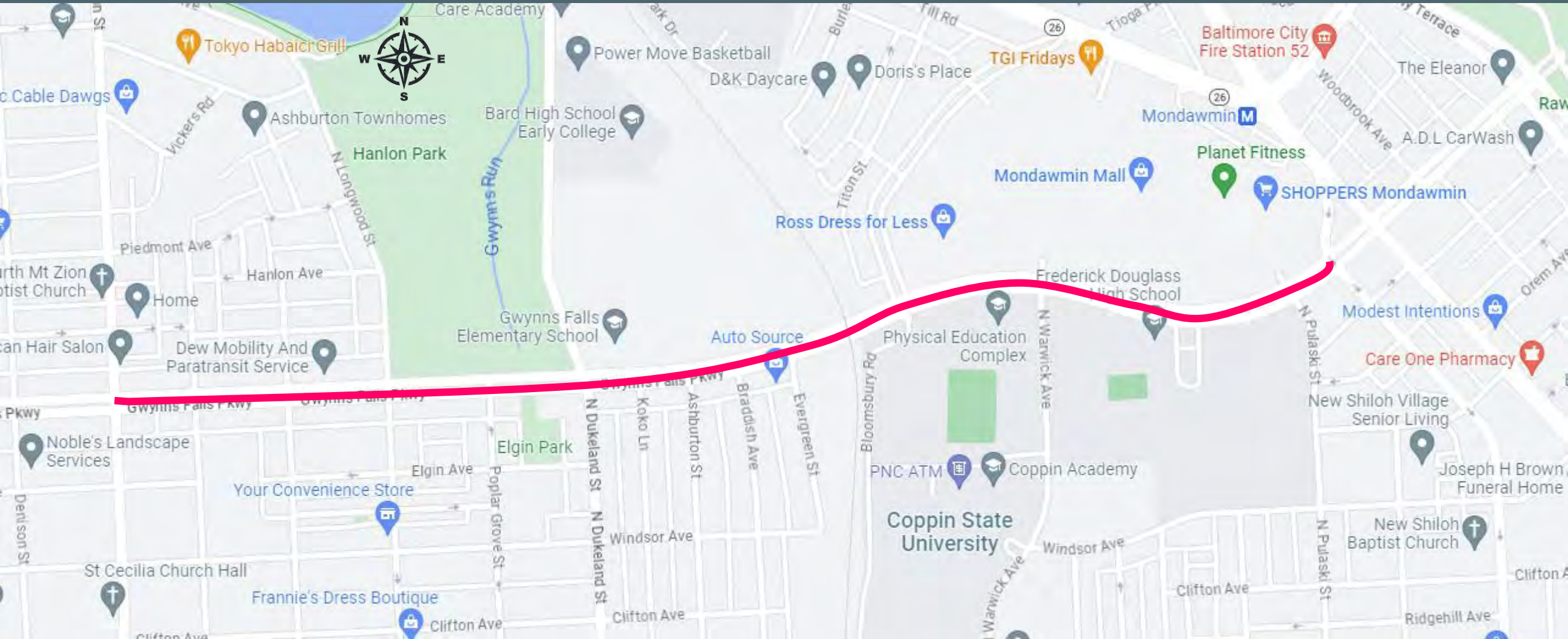
Baltimore City

MD 129

Park Heights Avenue from Northern Parkway to Druid Park Drive



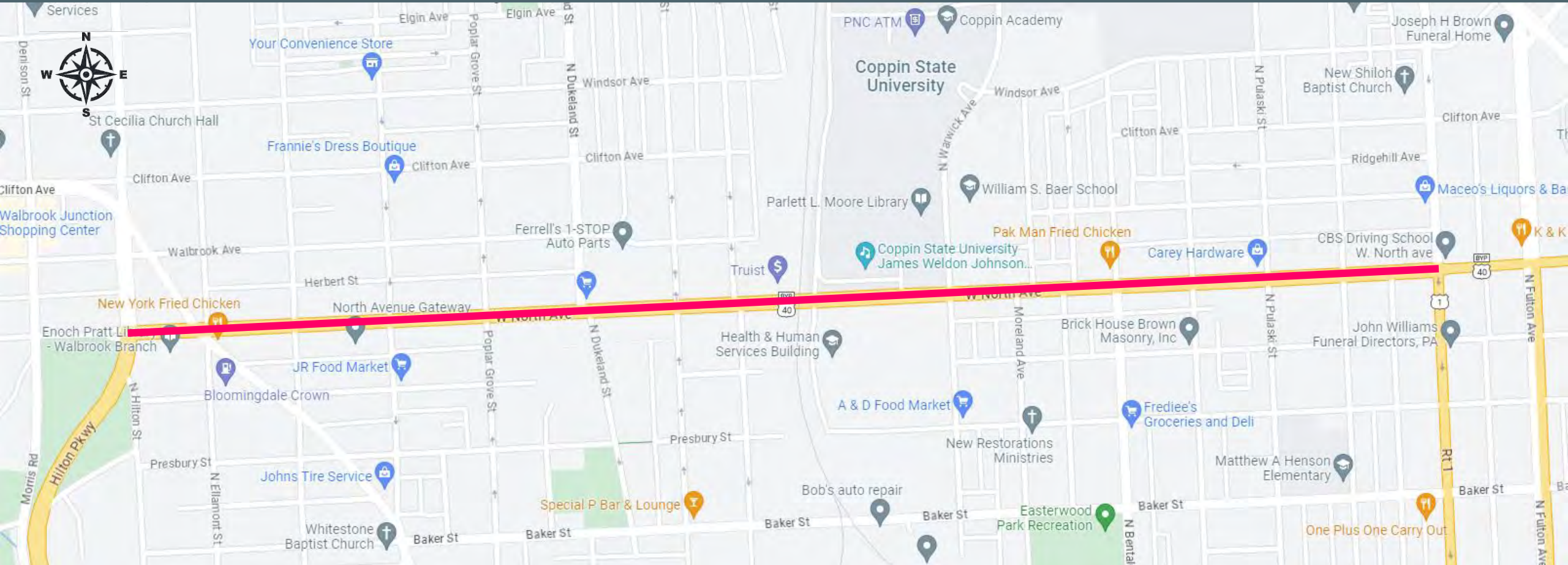
Baltimore City



Gwynns Falls Parkway

from Hilton Street to Monroe Street

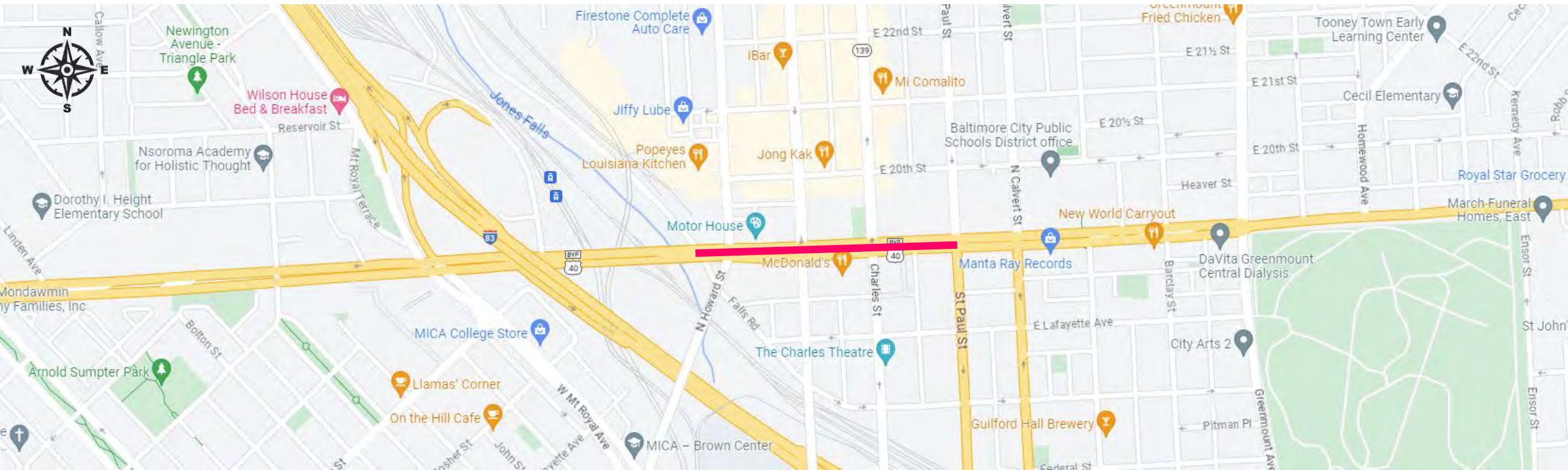
Baltimore City



West North Avenue

from Hilton Street to Monroe Street

Baltimore City



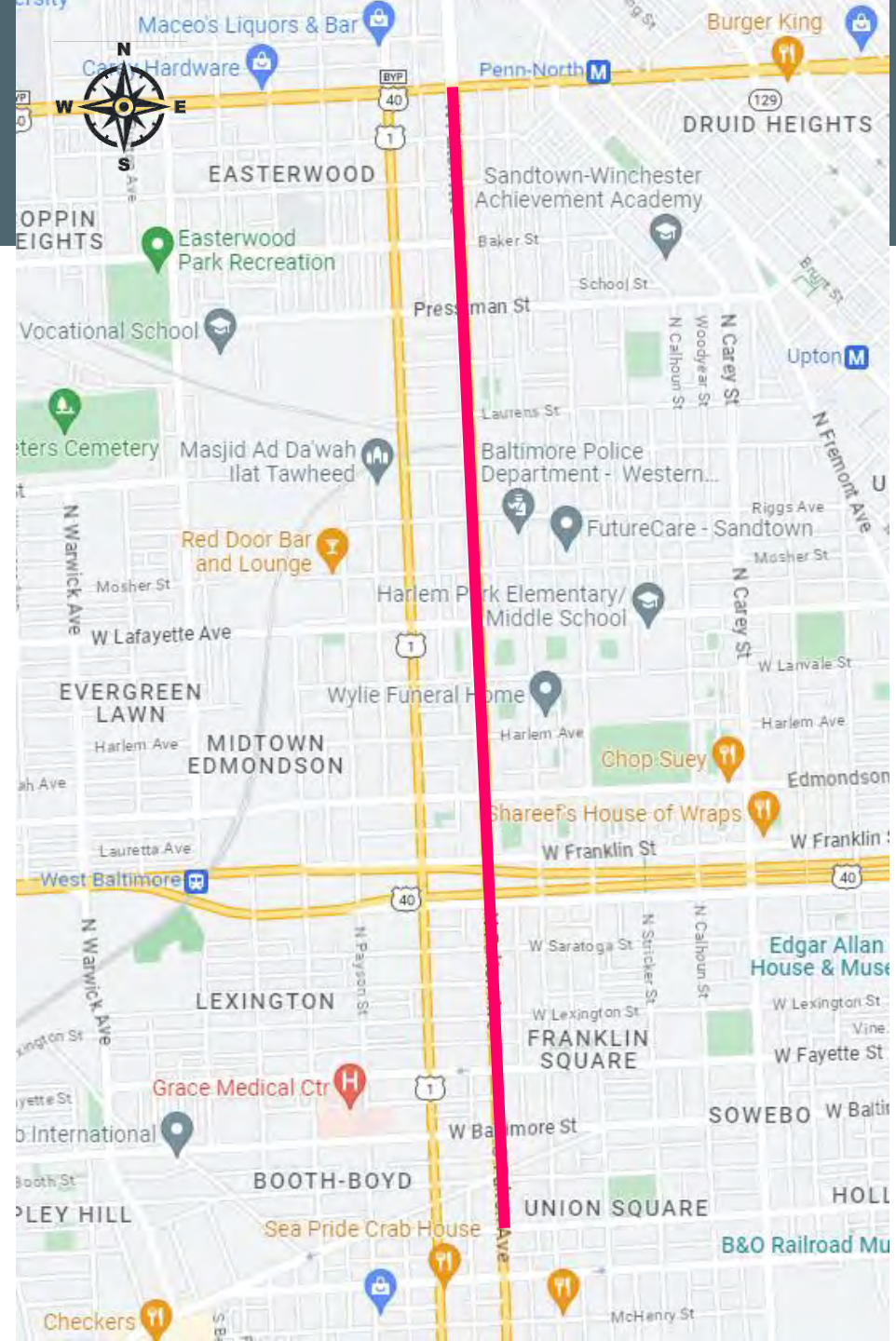
US1

North Avenue from Falls Road to St. Paul Street

Baltimore City

US1

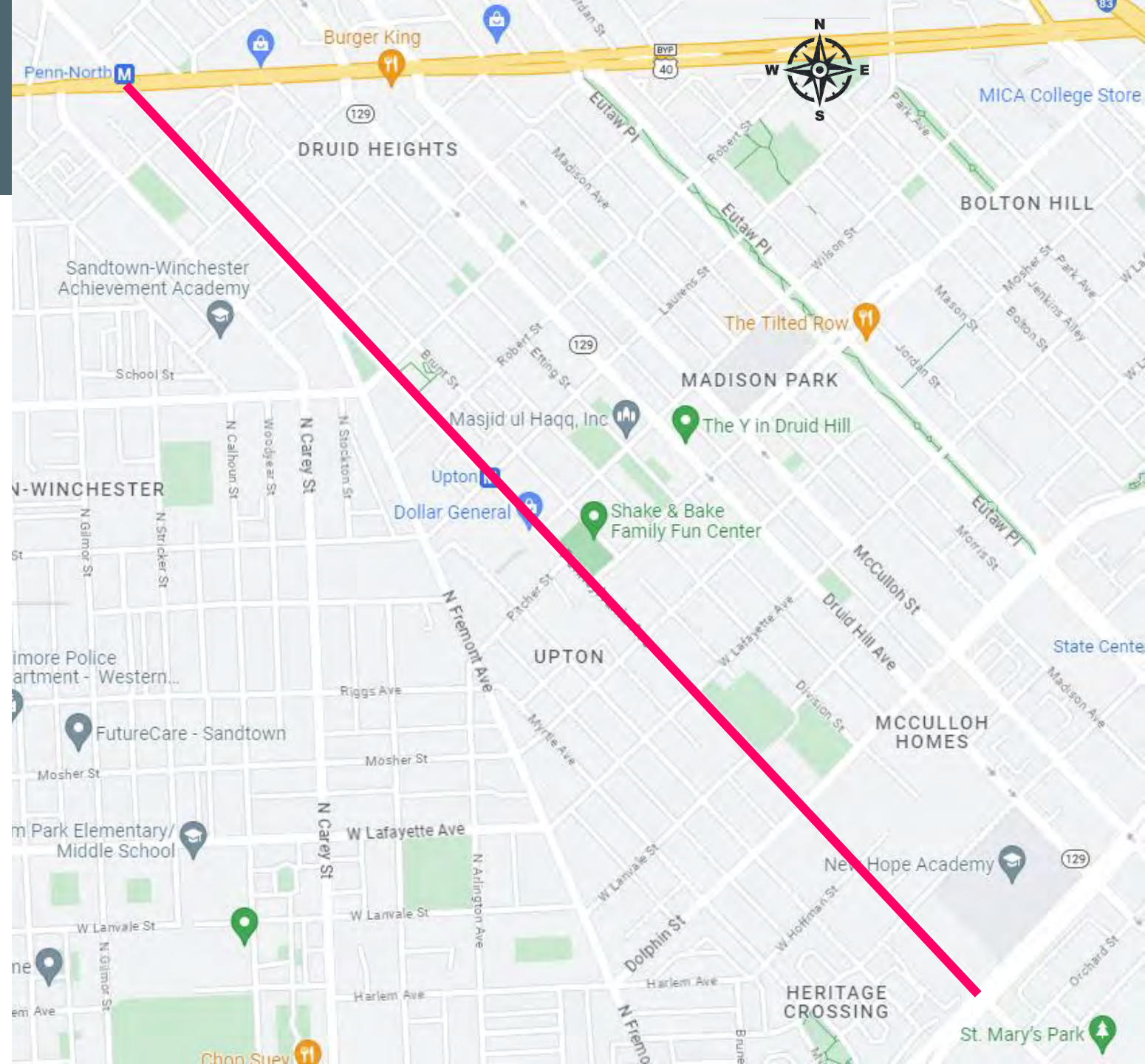
Fulton Avenue from Lombard Street to North Avenue



Baltimore City

Pennsylvania Avenue

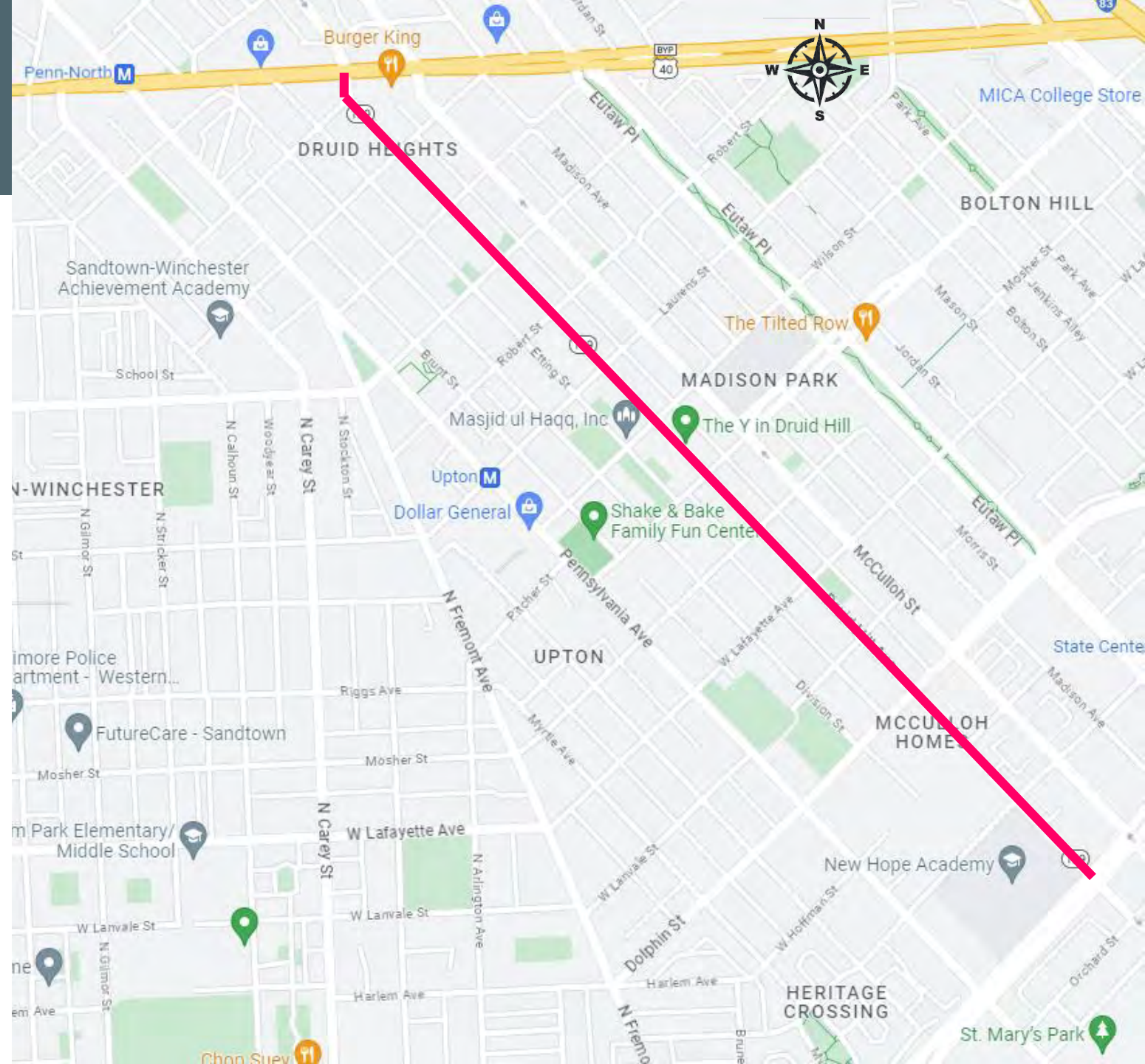
from North Avenue to Martin Luther King, Jr. Boulevard



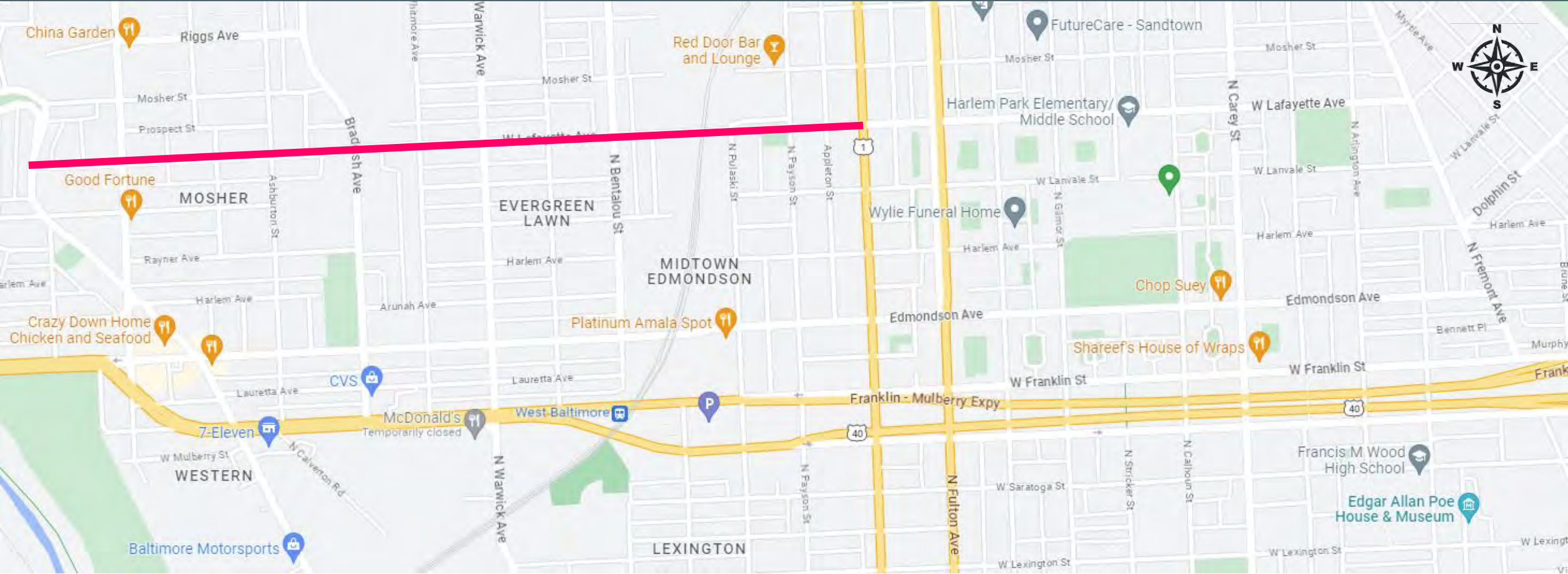
Baltimore City

MD129

Druid Hill Avenue from North Avenue to
Martin Luther King, Jr. Boulevard

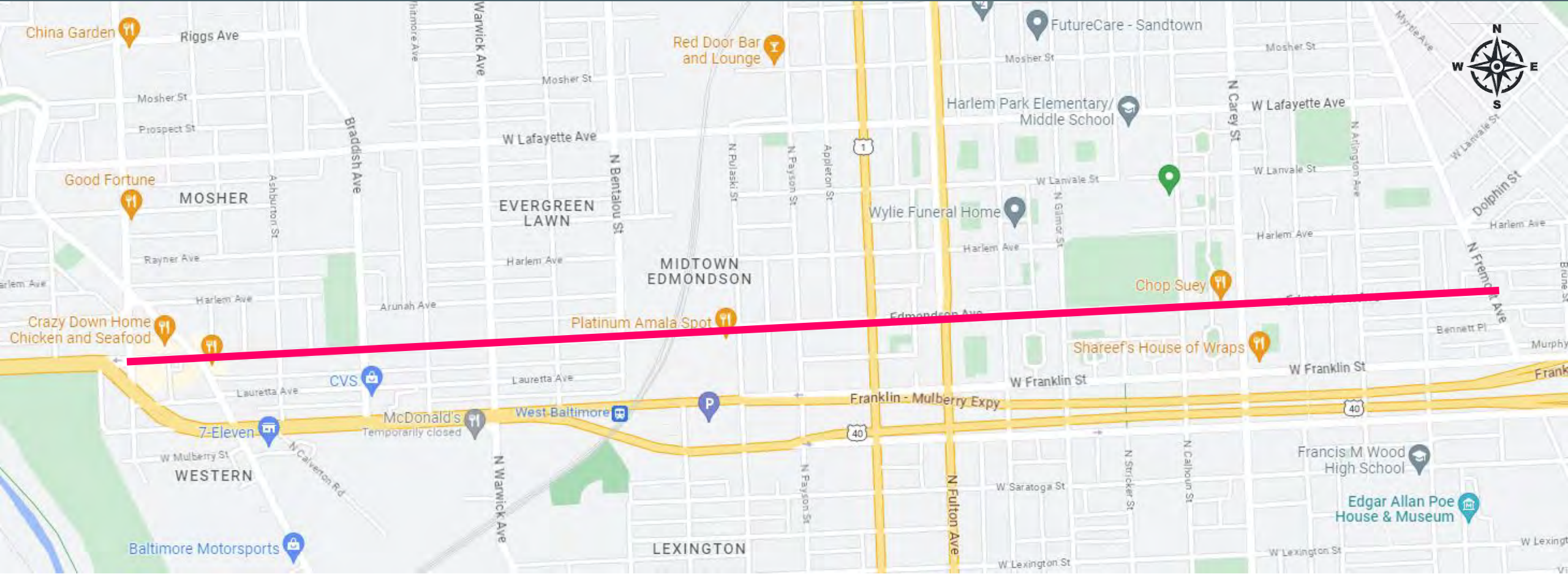


Baltimore City



West Lafayette Avenue
from Franklintown Road to Monroe Street

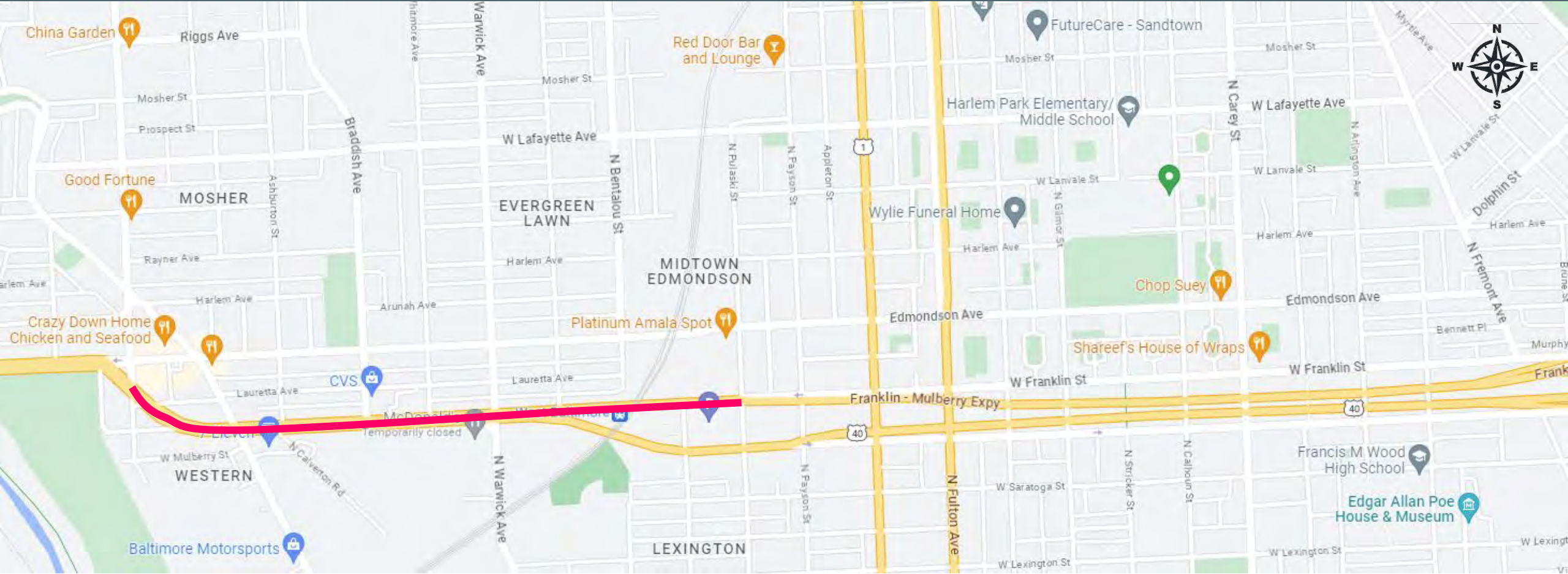
Baltimore City



Edmondson Avenue

from Poplar Grove Street to Fremont Avenue

Baltimore City

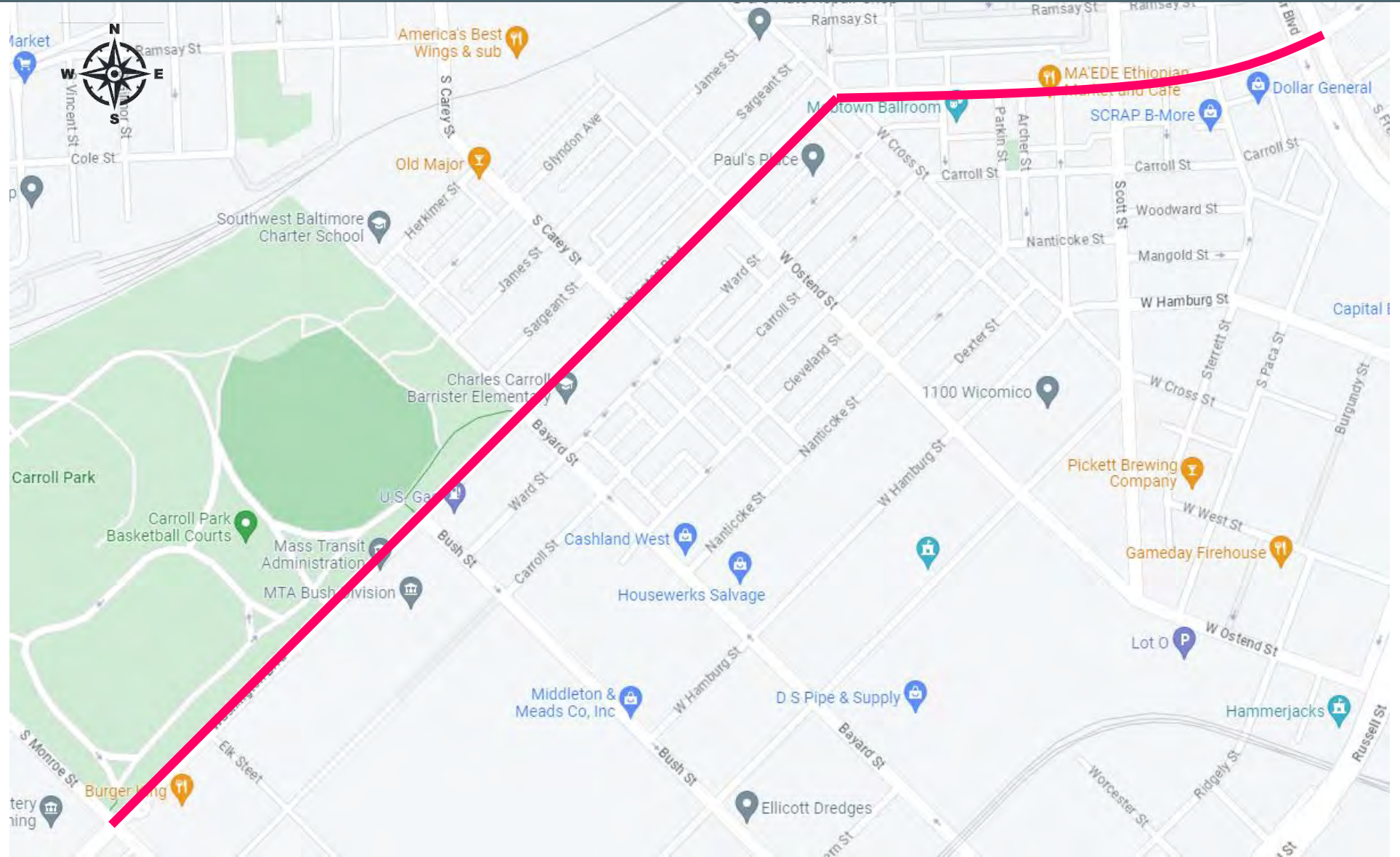


US 40

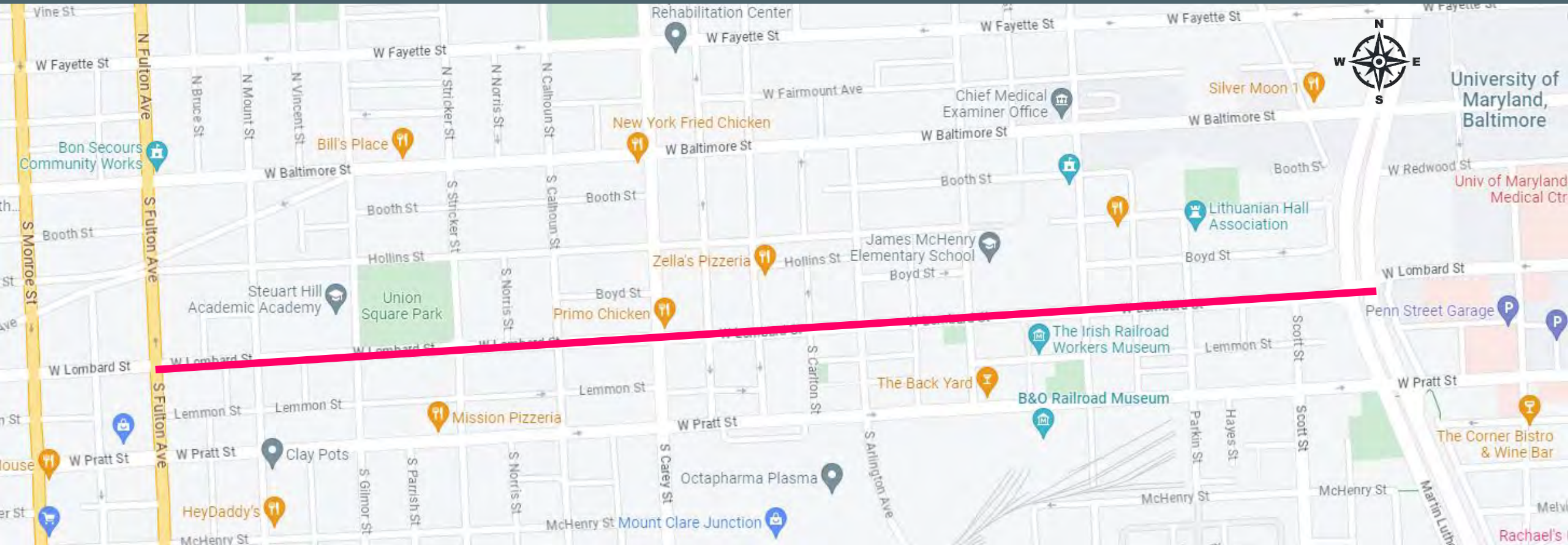
Franklin Street from Poplar Grove Street to Pulaski Street

Baltimore City

Washington Boulevard
from South Monroe Street to
Martin Luther King, Jr. Boulevard



Baltimore City

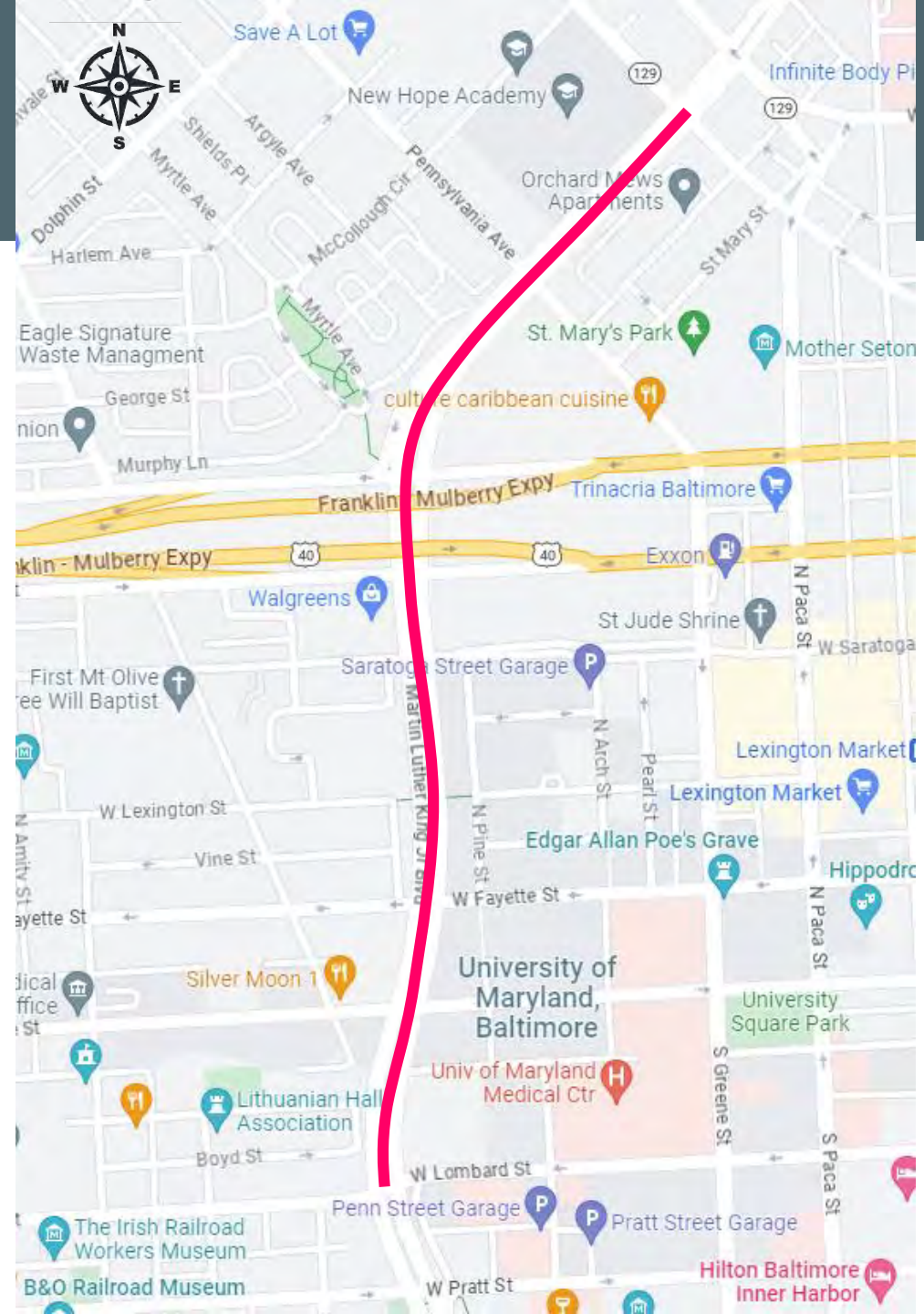


West Lombard Street

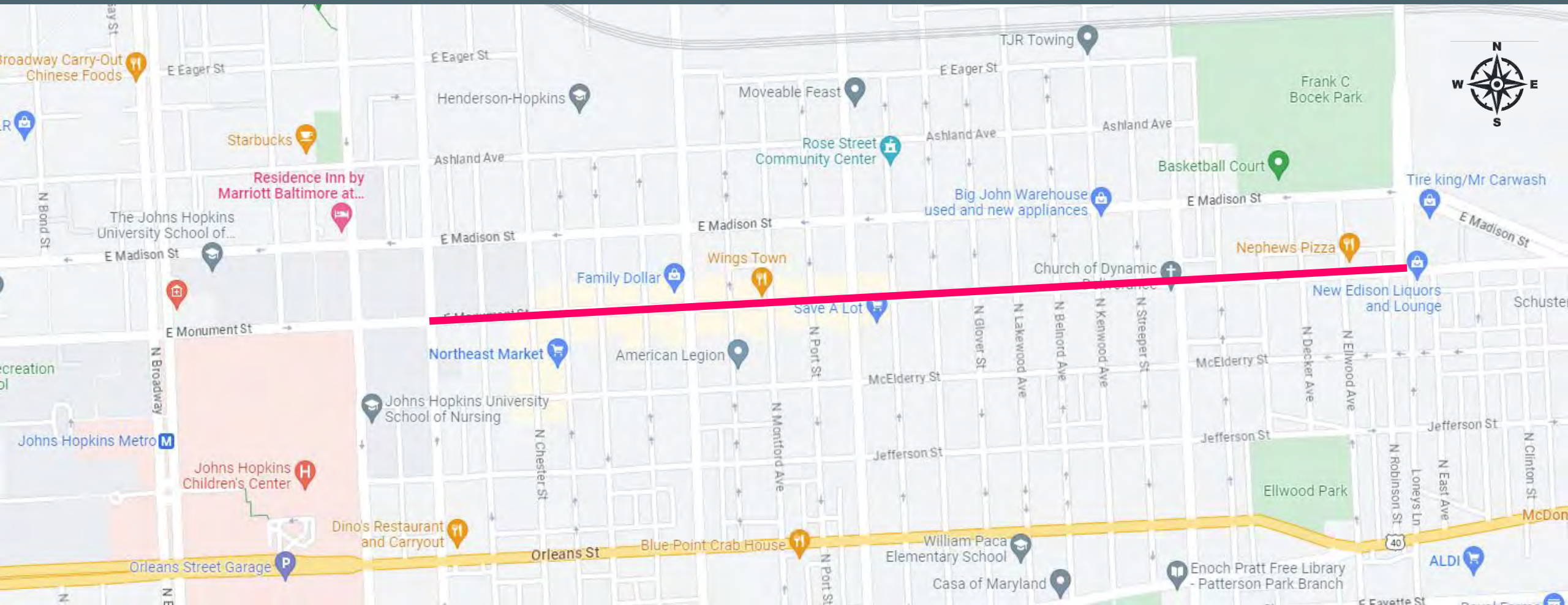
from Fulton Avenue to Martin Luther King, Jr. Boulevard

Baltimore City

Martin Luther King, Jr. Boulevard
From West Lombard Street to Druid Hill Avenue



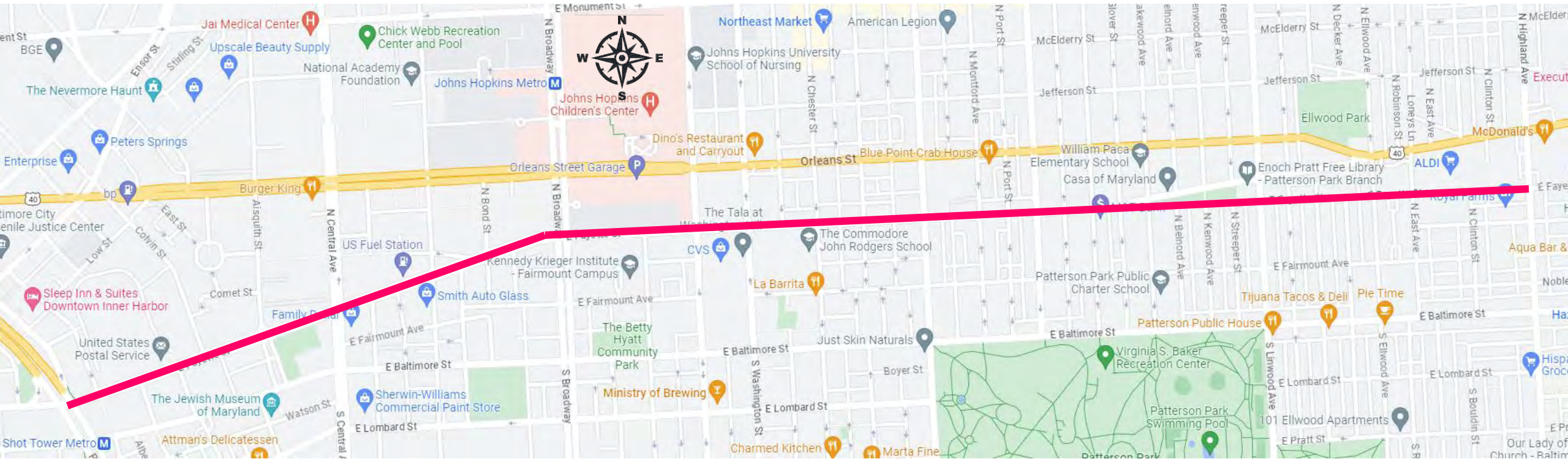
Baltimore City



Monument Street

from Washington Street to Edison Highway

Baltimore City

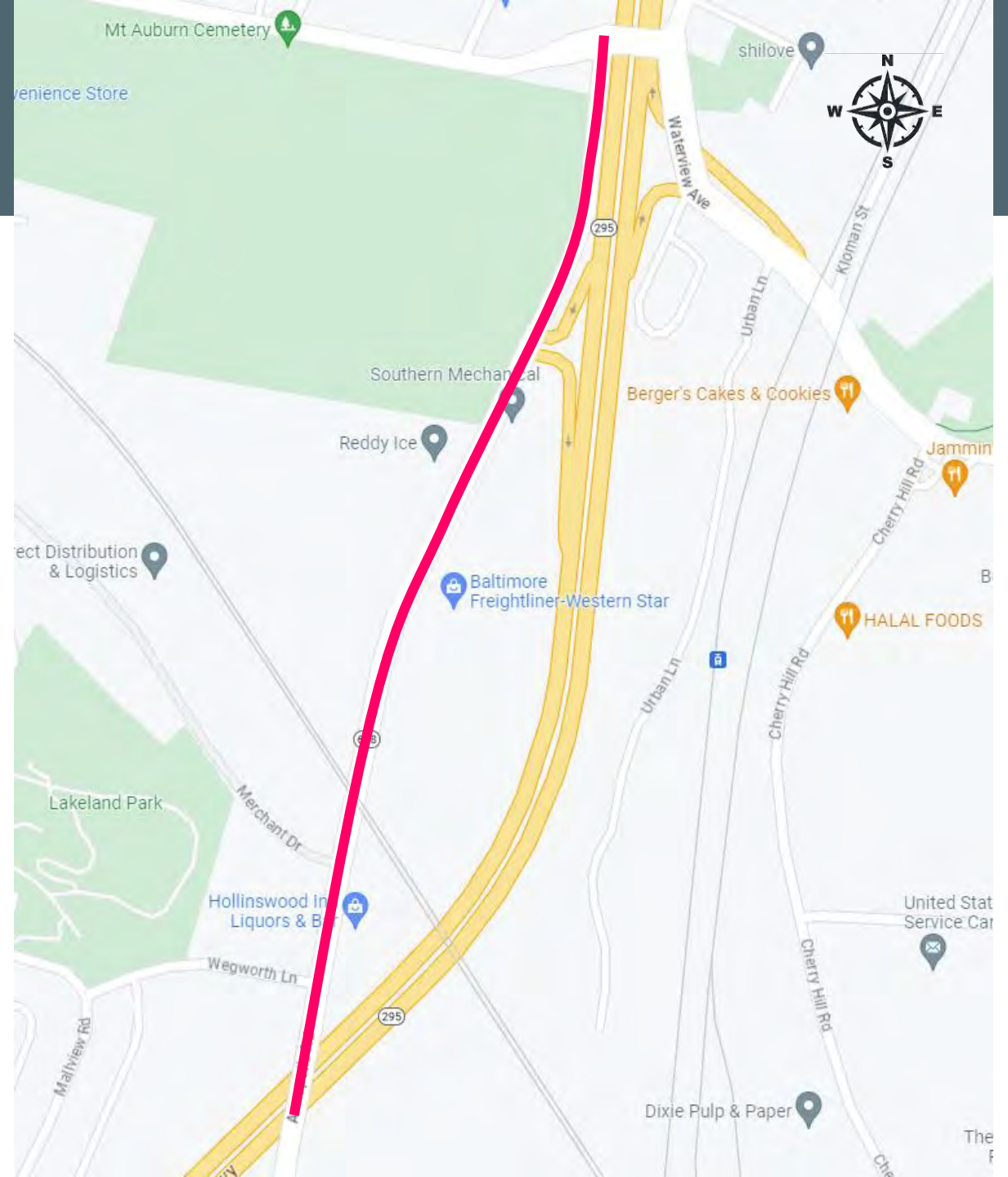


East Fayette Street
from Fallway to Highland Avenue

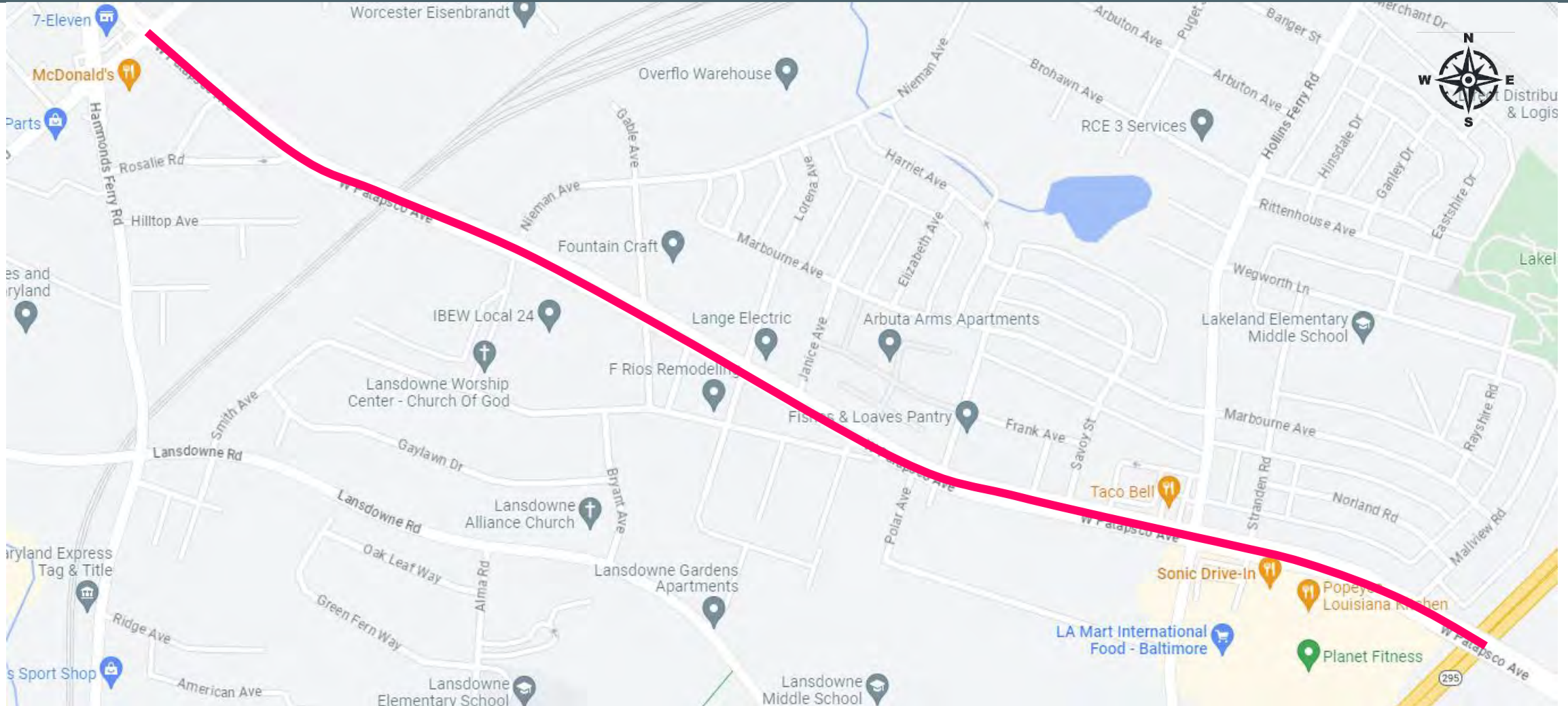
Baltimore City

MD 648

Annapolis Road from Baltimore Washington Parkway to Waterview Avenue



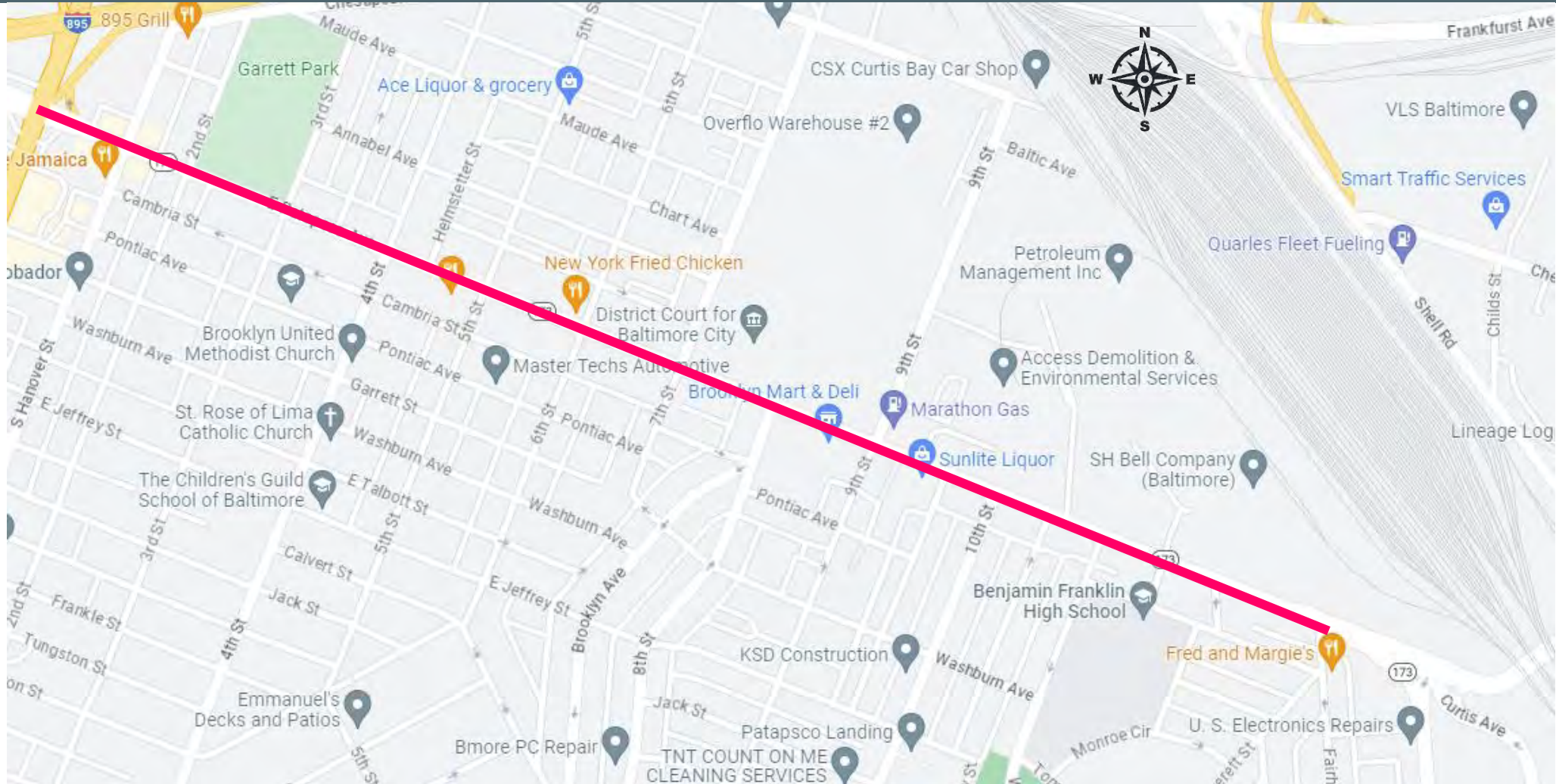
Baltimore City



Patapsco Avenue

from Washington Boulevard to Baltimore Washington Parkway

Baltimore City



MD173

Patapsco Avenue from Potee Street to Fairhaven Avenue

Baltimore and Harford County

High-risk areas, District 4

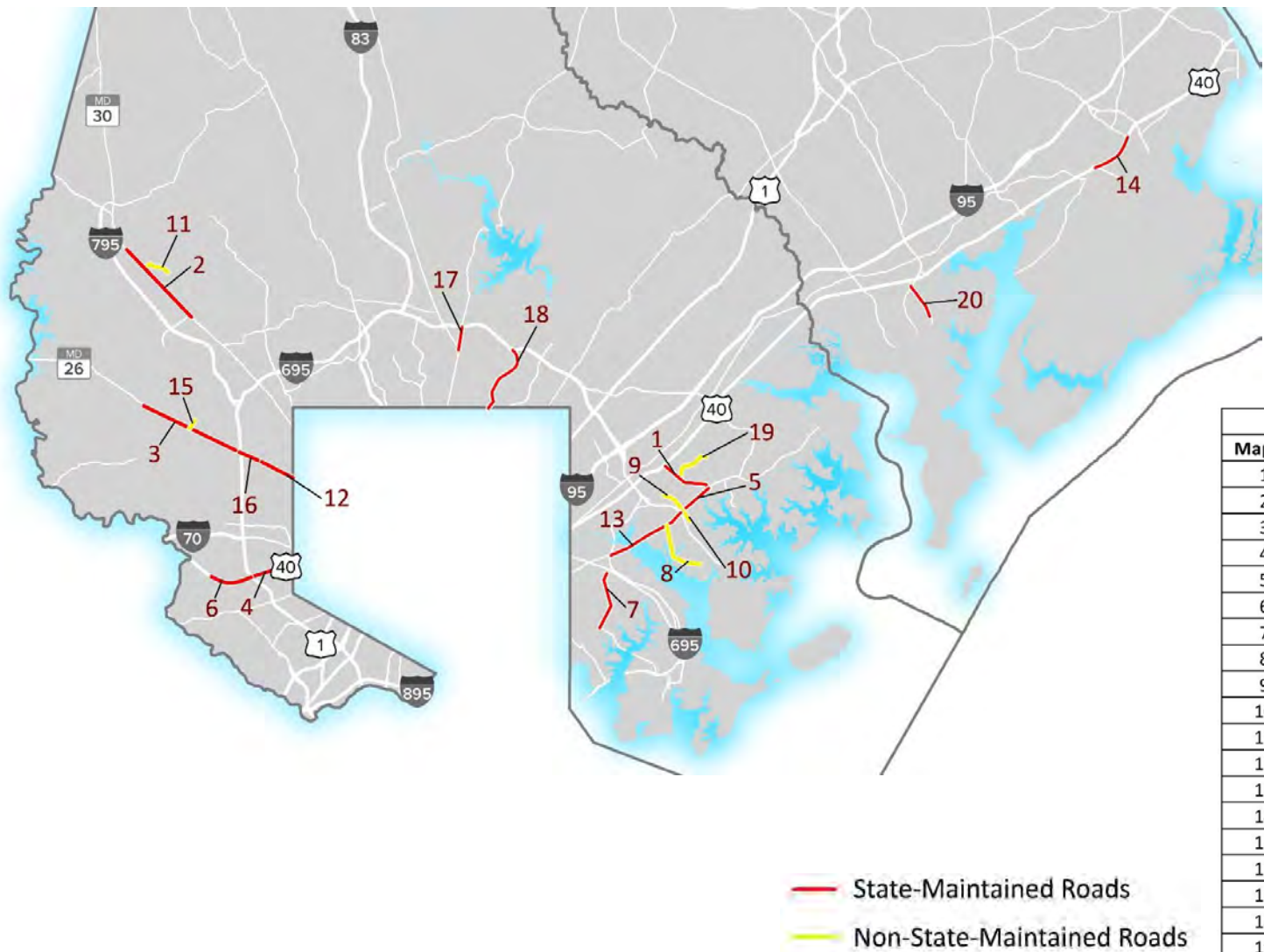
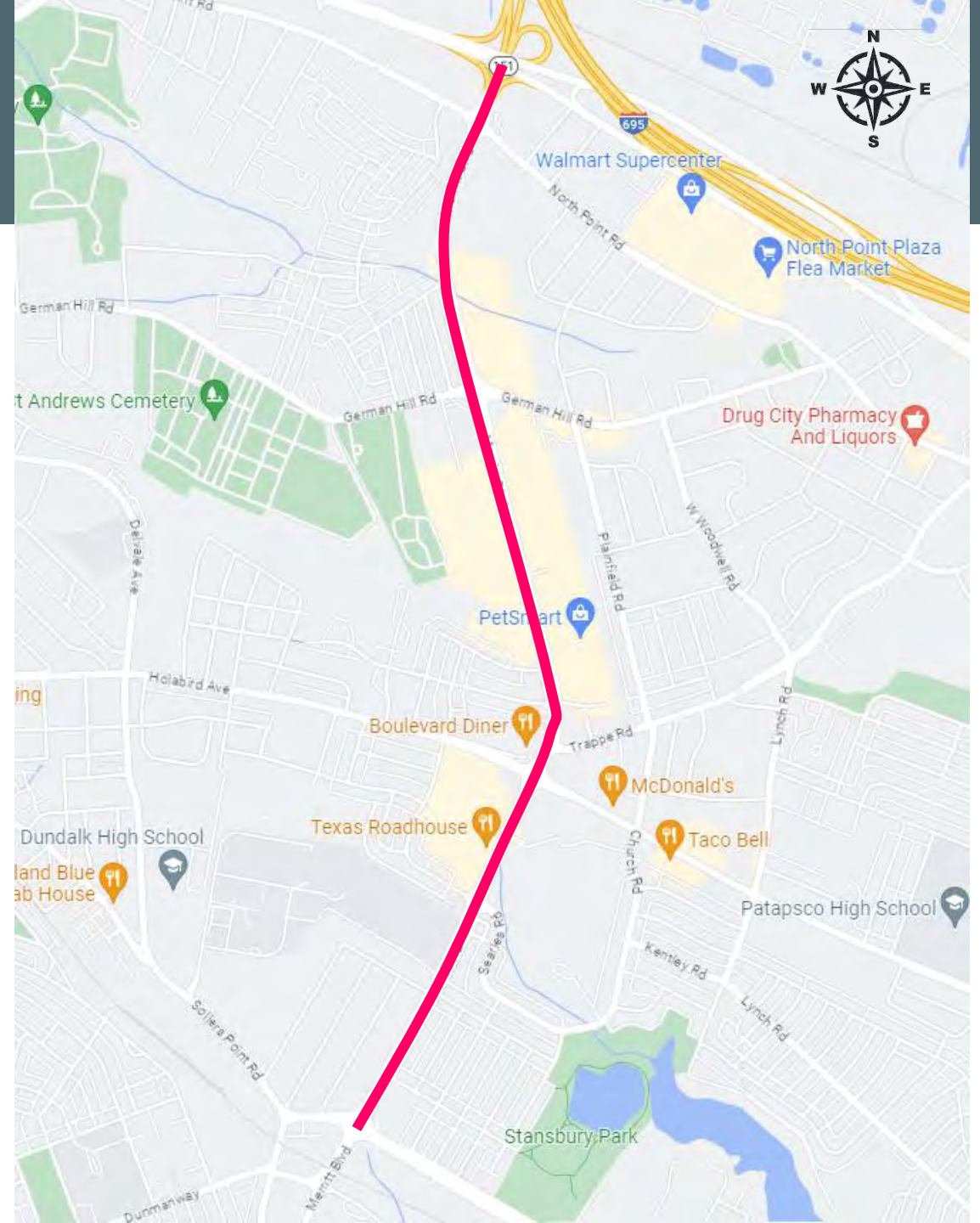


TABLE 4.5: DISTRICT 4					
Map ID	Prefix	Route	Name	From	To
1	MD	700	Martin Blvd	Eastern Blvd	Pulaski Hwy
2	MD	140	Reisterstown Rd	Rosewood Ln	Westminster Pike
3	MD	26	Liberty Rd	Baltimore Beltway	Owings Mills Blvd
4	US	40	Baltimore National Pike	Charing Cross Rd	Baltimore Beltway
5	MD	150	Eastern Blvd	SE Fwy	Martin Blvd
6	US	40	Baltimore National Pike	Baltimore Beltway	Nuwood Dr
7	MD	157	Merritt Blvd	Peninsula Expwy	North Point Blvd
8	CO	4775	S Maryln Ave	Sun Circle Way	Eastern Blvd
9	CO	4728	Stemmers Run Rd	John Ave	Eastern Blvd
10	CO	4728	Stemmers Run Rd	Eastern Blvd	Old Eastern Ave
11	CO	602	Hammershire Rd	Reisterstown Rd	Brushwood Dr
12	MD	26	Liberty Rd	Flannery Ln	Saint Lukes Ln
13	MD	150	Eastern Blvd	Baltimore Beltway	SE Fwy
14	US	40	Pulaski Hwy	Short Ln	Aberdeen Thruway
15	CO	1700	Old Court Rd	Liberty Rd	Church Ln
16	MD	26	Liberty Rd	Saint Lukes Ln	Baltimore Beltway
17	MD	146	Dulaney Valley Rd	E Joppa Rd	Baltimore Beltway
18	MD	542	Loch Raven Blvd	Loch Hill Rd	Baltimore Beltway
19	CO	4500	Compass Rd	Martin Blvd	Maple Crest Dr
20	MD	755	Edgewood Rd	Nuttall Ave	Emmorton Rd

District 4

MD157

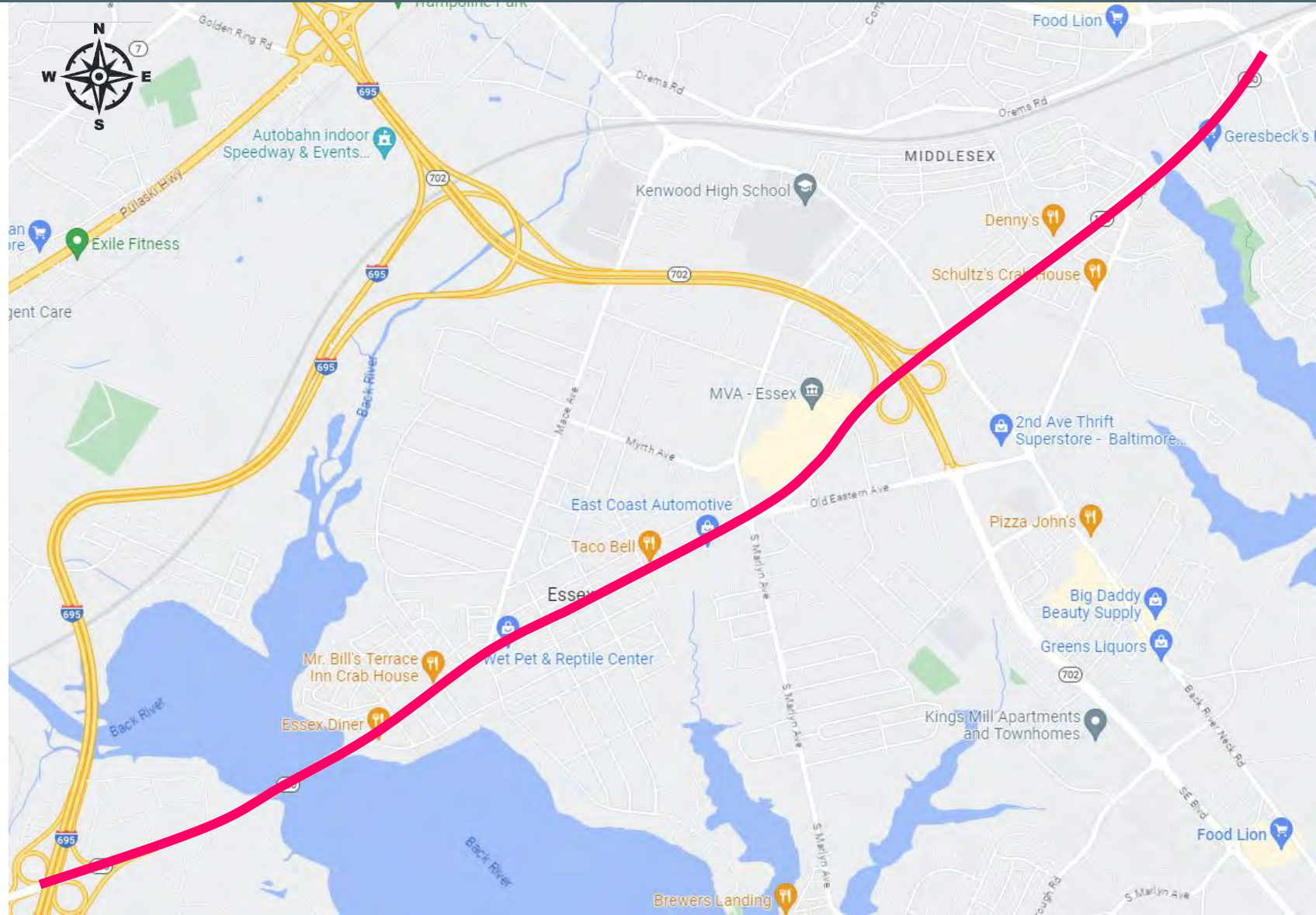
Merritt Boulevard from Peninsula Expressway to North Point Boulevard



District 4

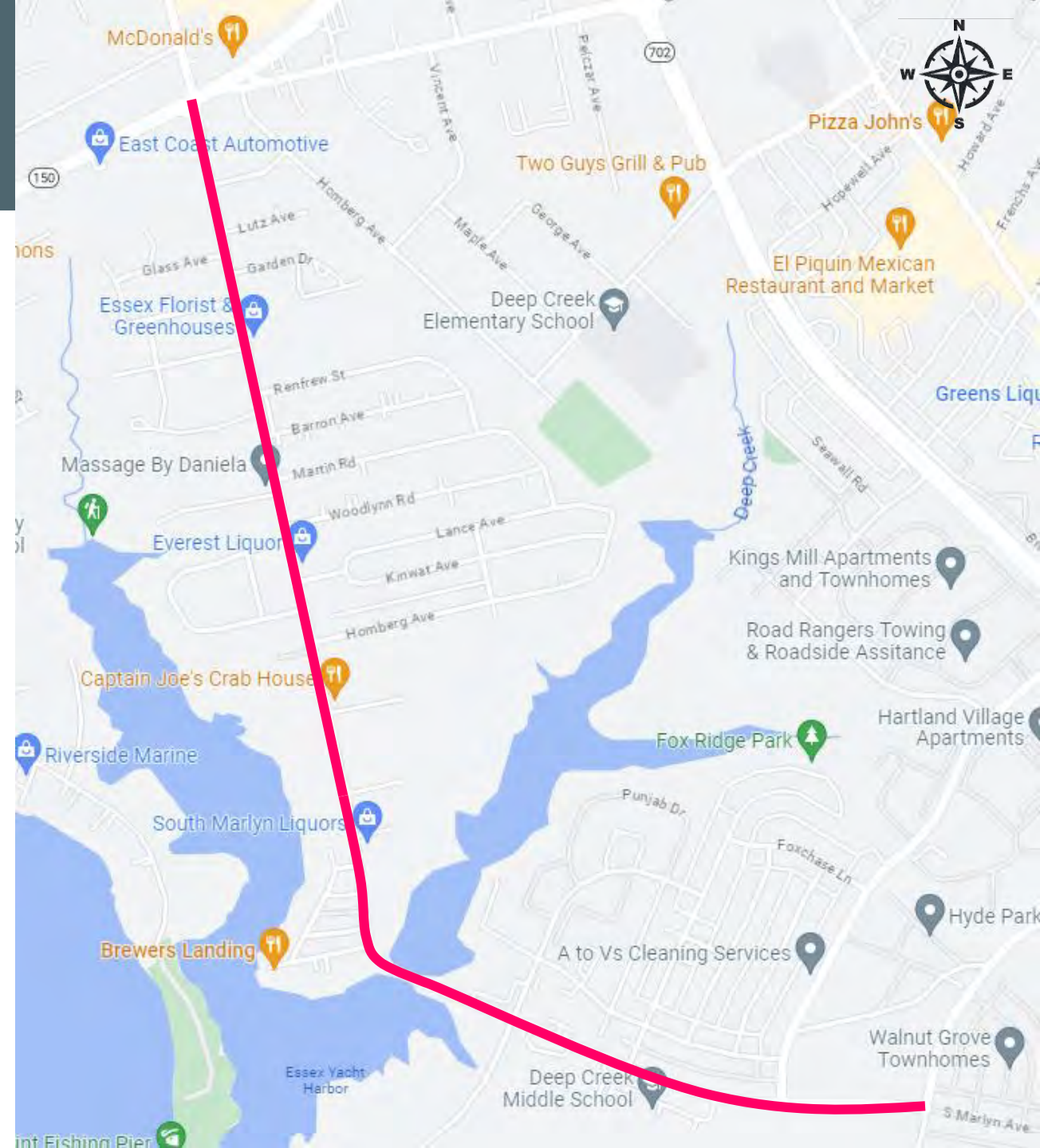
MD 150

Eastern Boulevard from I-695 to Martin Boulevard



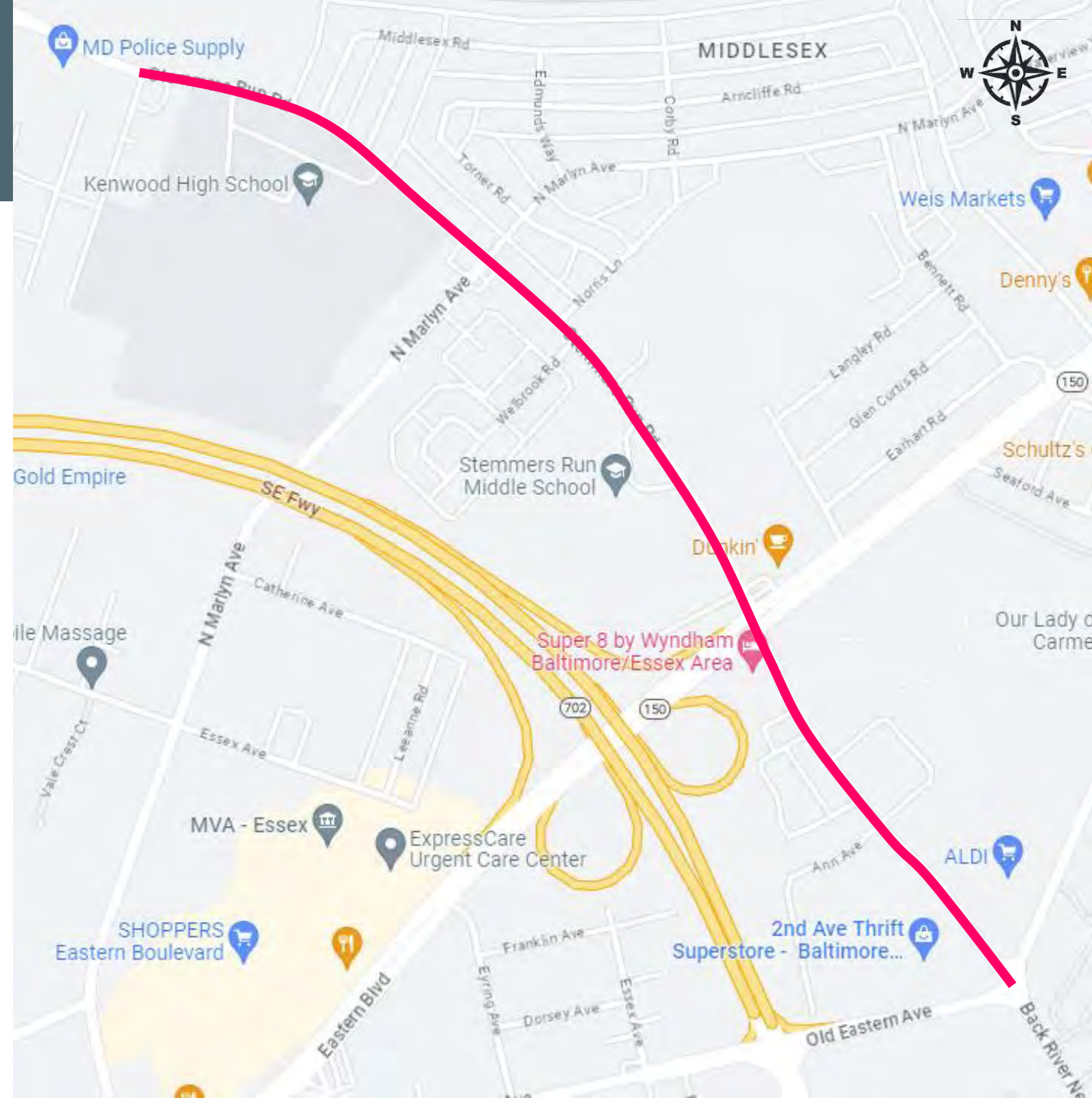
District 4

Marlyn Avenue
from Eastern Boulevard to Sun Circle Way

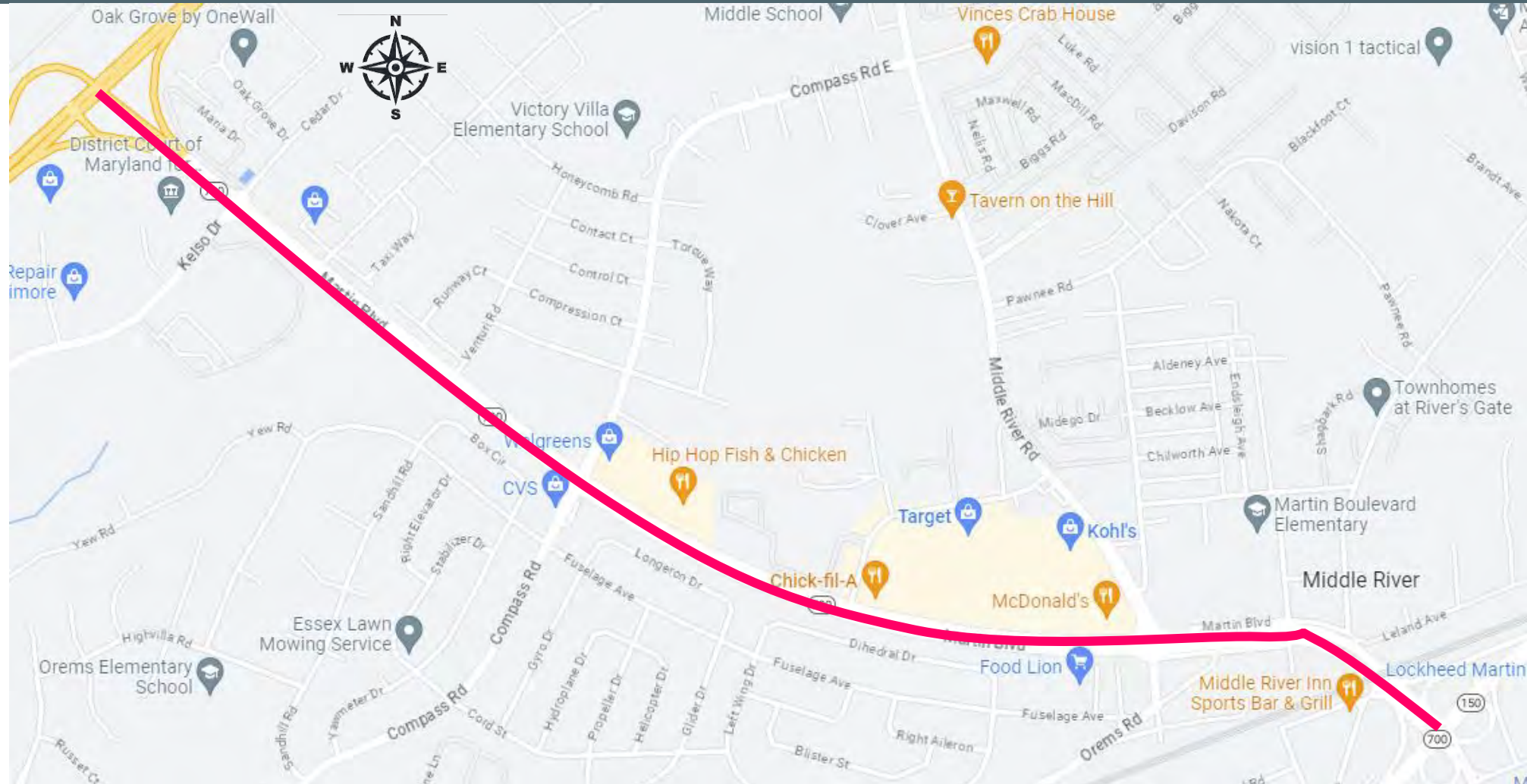


District 4

Stemmers Run Road
from Theresa Avenue to Old Eastern Avenue



District 4



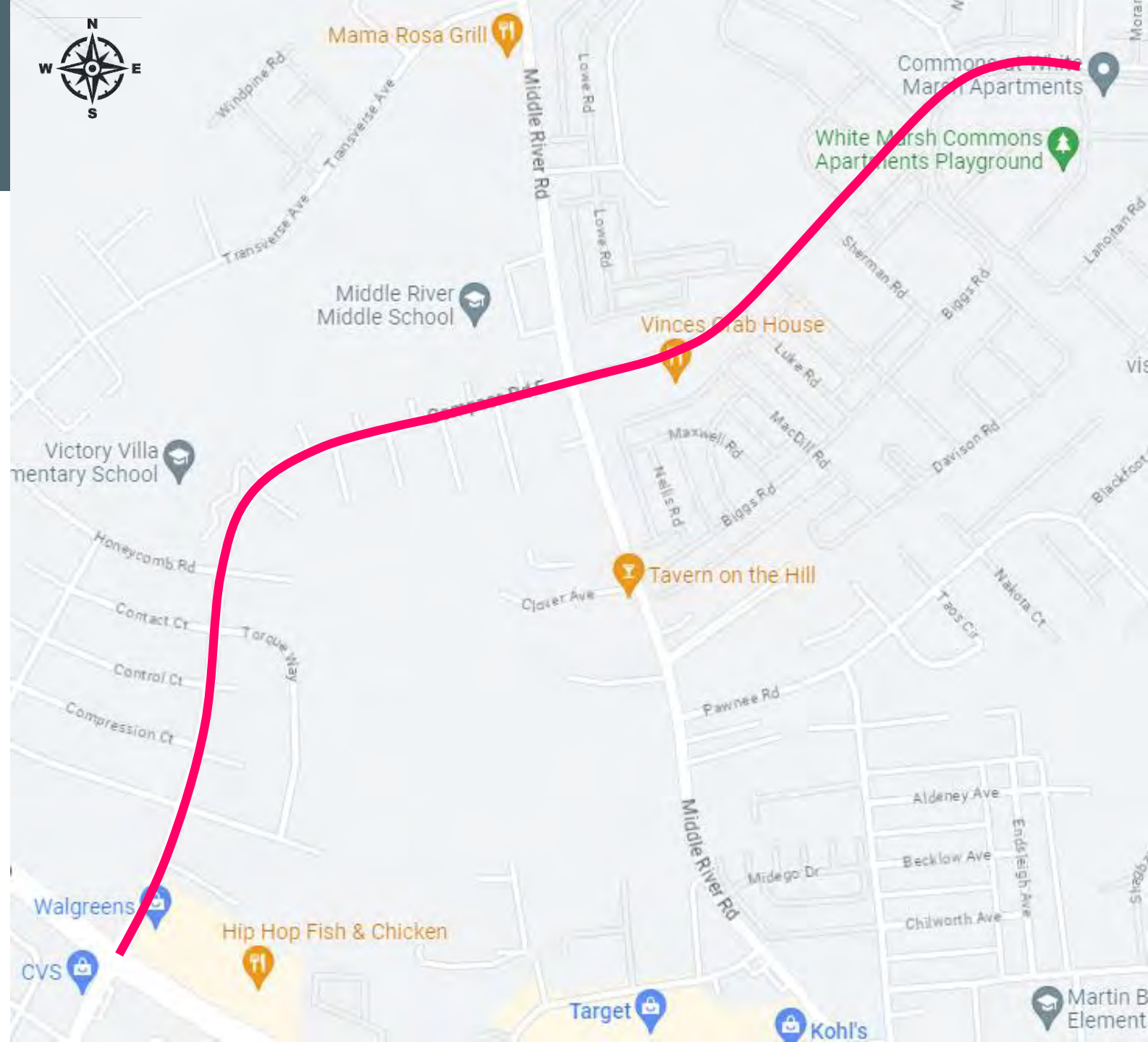
MD 700

Martin Boulevard from Pulaski Highway to Eastern Boulevard

District 4

Compass Road

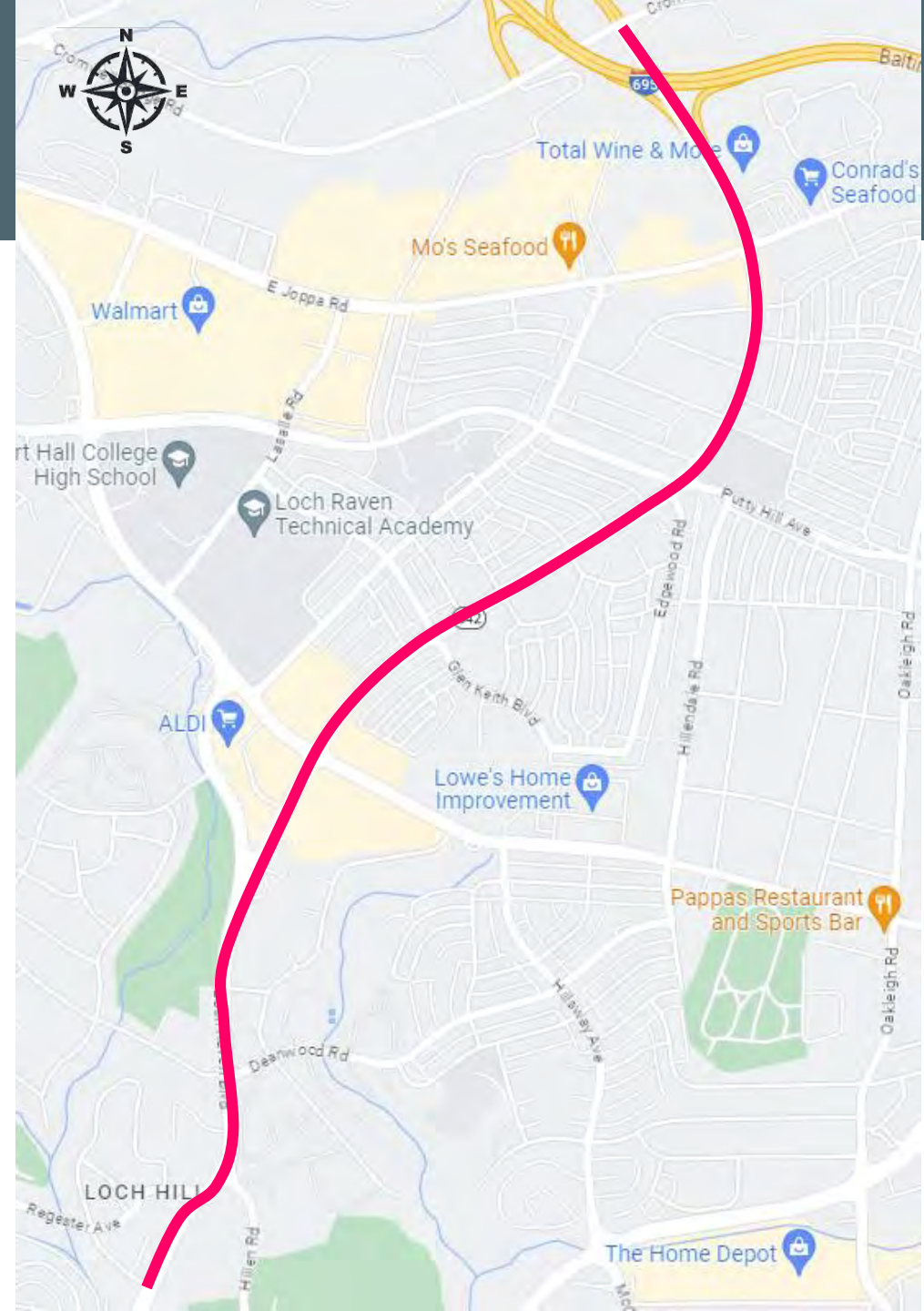
from Martin Boulevard to Maple Crest Drive



District 4

MD 542

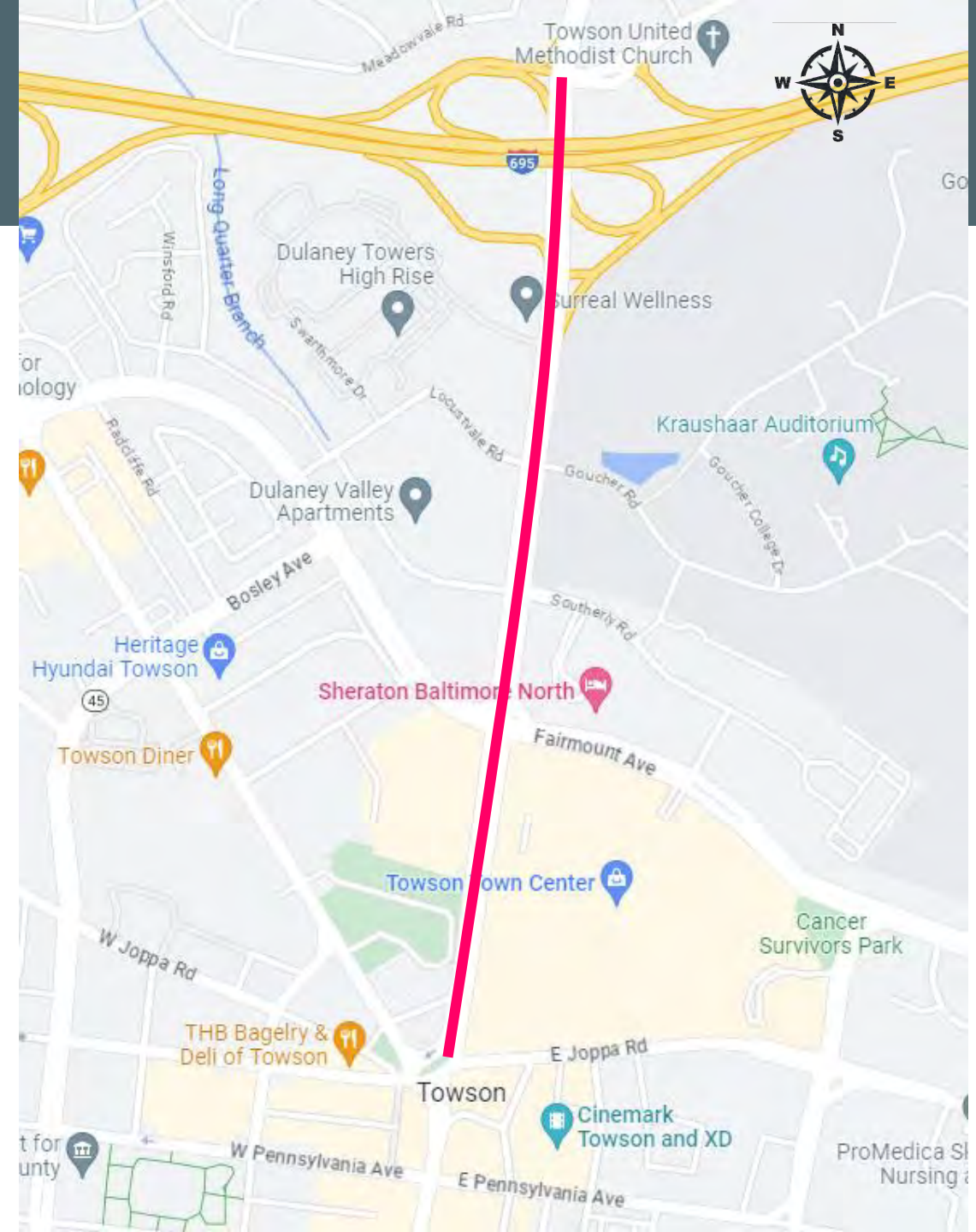
Loch Raven Boulevard from Loch Hill Road to I-695



District 4

MD 146

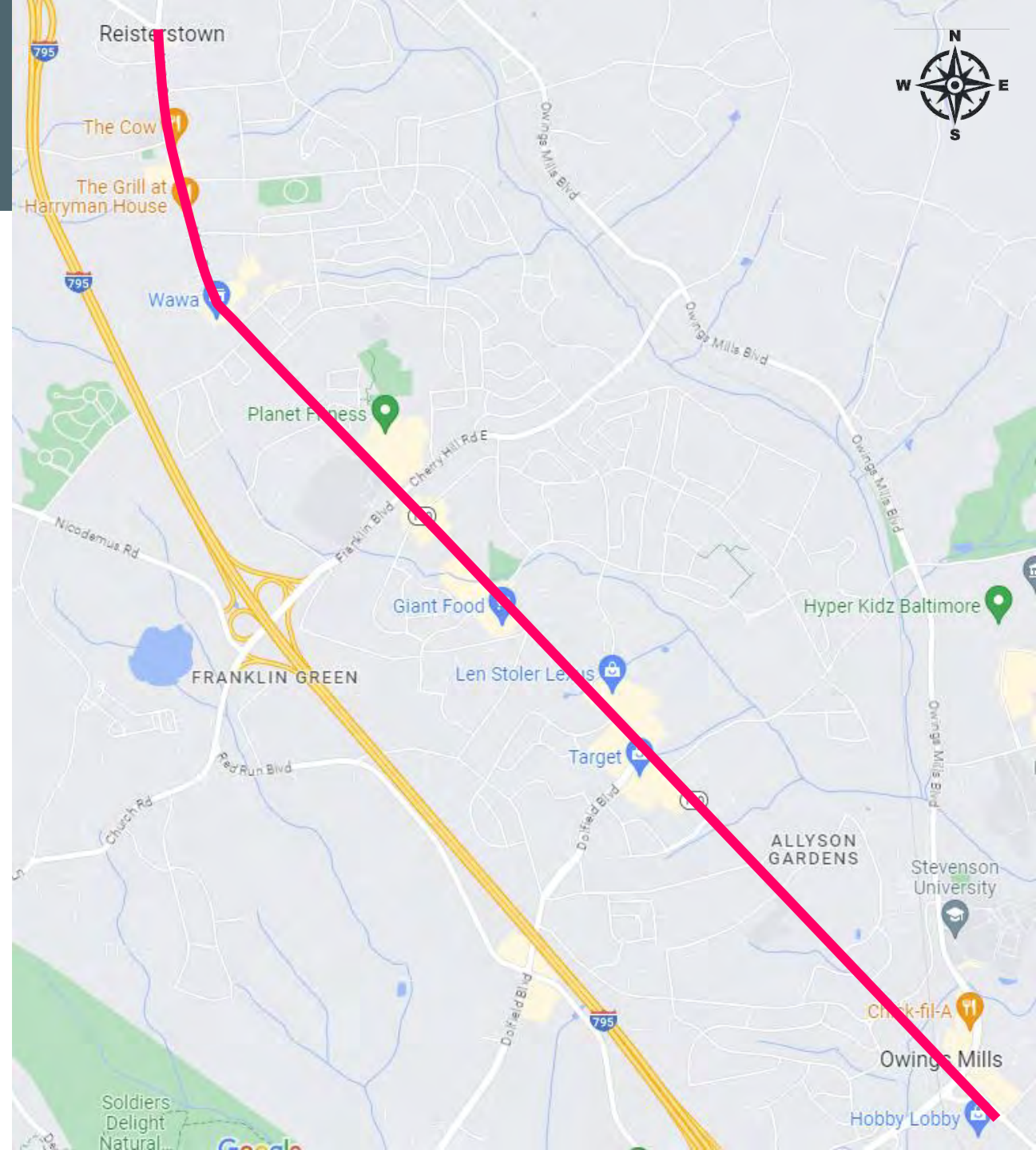
Dulaney Valley Road from East Joppa Road to I-695



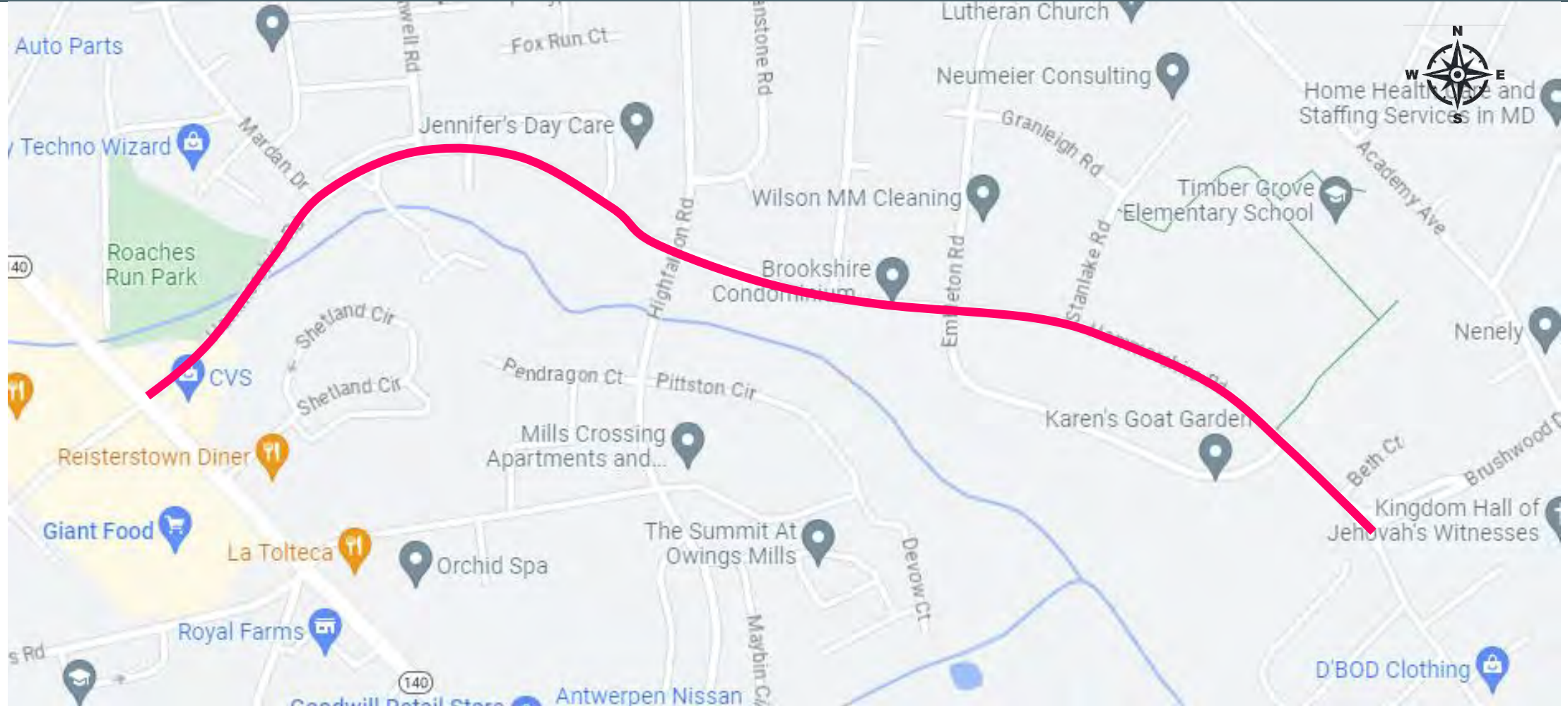
District 4

MD 140

Reisterstown Road from Westminster Pike to Rosewood Lane



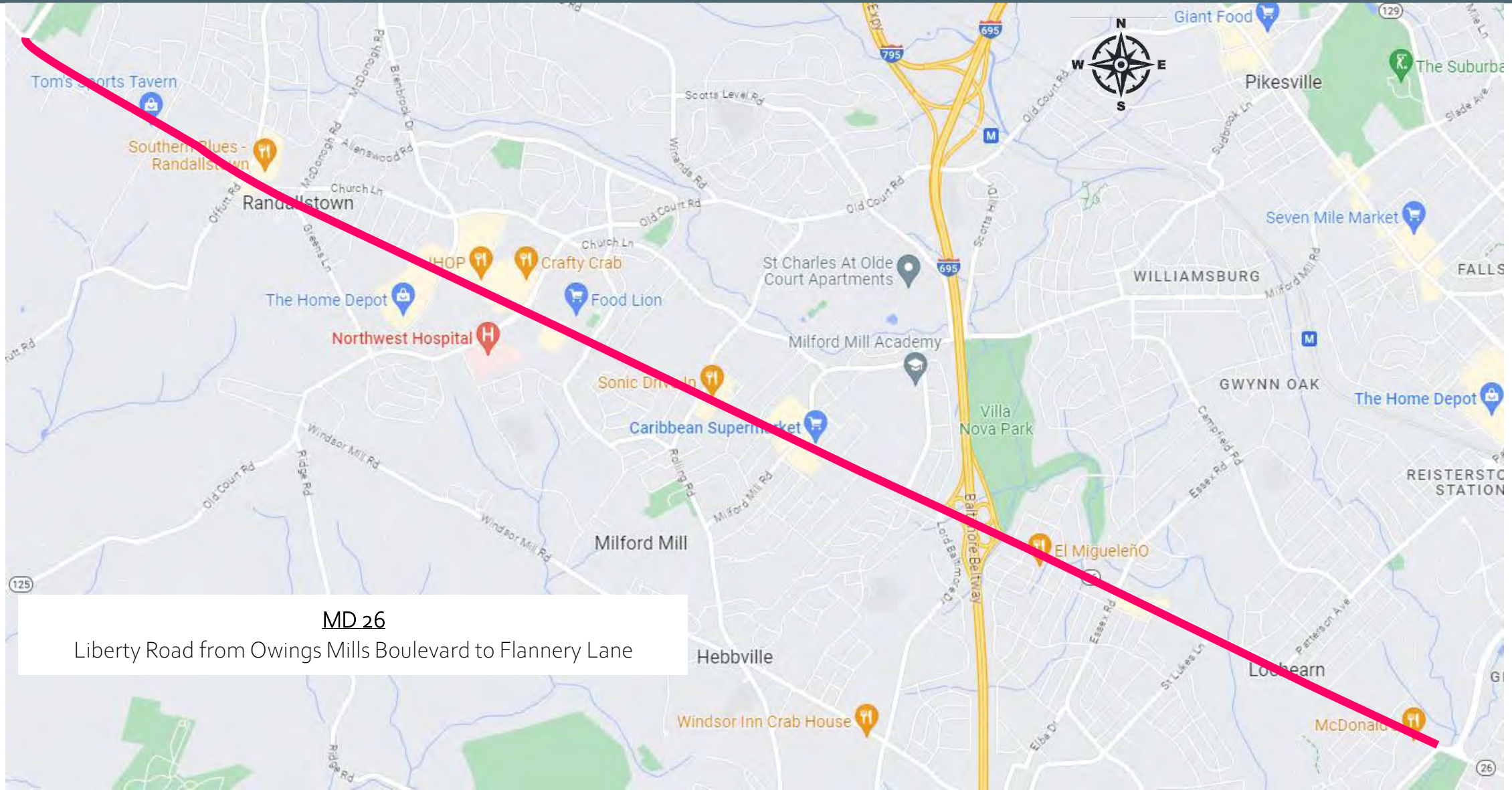
District 4



Hammershire Road

from Reisterstown Road to Brushwood Drive

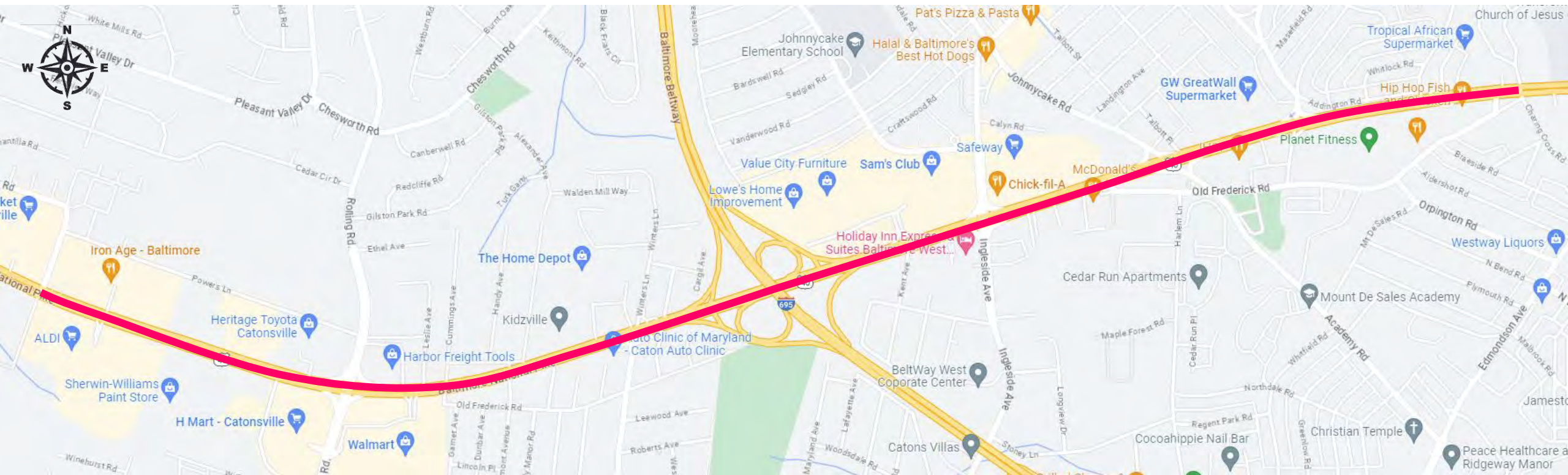
District 4



MD 26

Liberty Road from Owings Mills Boulevard to Flannery Lane

District 4



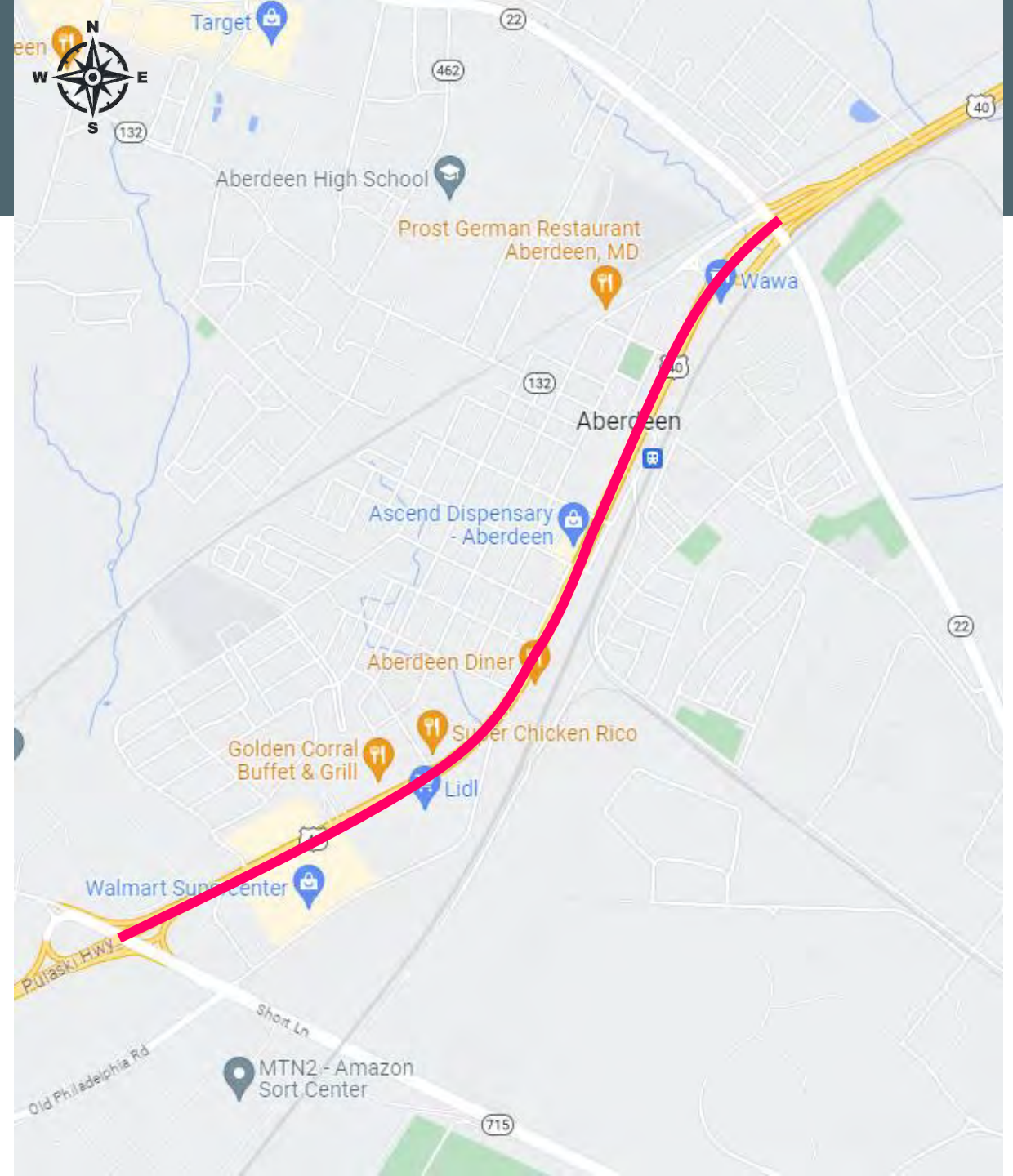
US 40

Baltimore National Pike from Nuwood Drive to Charing Cross Road

District 4

US 40

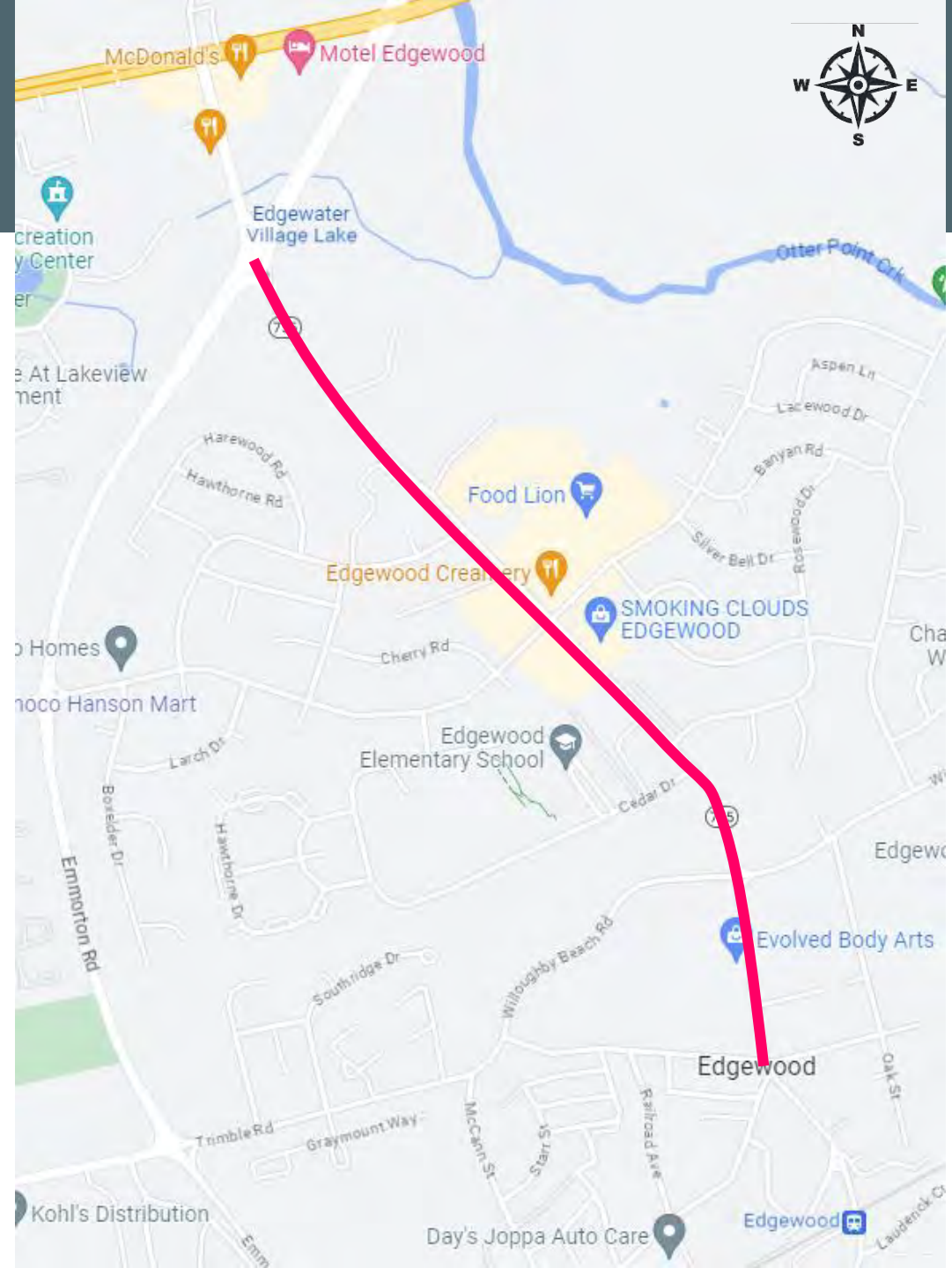
Pulaski Highway from Short Lane to Aberdeen Thruway



District 4

MD 755

Edgewood Road from Nuttal Avenue to Emmorton Road



The background of the image is a dark blue, semi-transparent overlay on a photograph of a large crowd of people at a beach. The people are seen from above, many wearing swimwear and towels, scattered across a sandy area. The text 'Anne Arundel County' is centered in a large, white, sans-serif font.

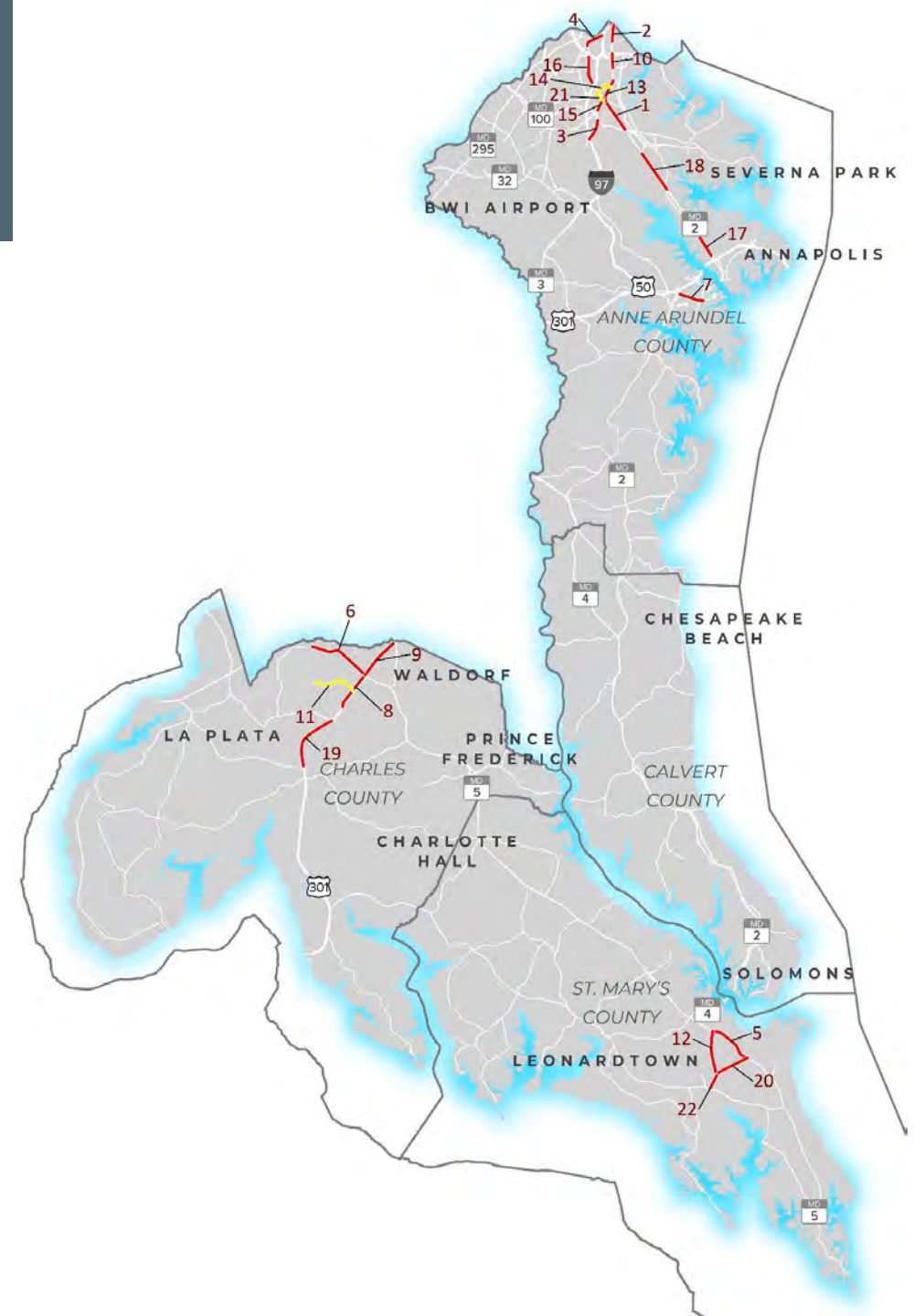
Anne Arundel County


High-risk areas, District 5

Map ID	Prefix	Route	Name	From	To
1	MD	2	Governor Ritchie Hwy	Baltimore Annapolis Rd	Mountain Rd
2	MD	2	Governor Ritchie Hwy	Belle Grove Rd	Church St
3	MD	3	Crain Hwy	Paul T. Pitcher Memorial Hwy	I-97
4	MD	170	Belle Grove Rd	I-895	Baltimore Annapolis Blvd
5	MD	235	Three Notch Rd	Great Mills Rd	Chancellors Run Rd
6	MD	228	Berry Rd	Crain Hwy	Bunker Hill Rd
7	MD	450	West St	Taylor Ave	Old Solomons Island Rd
8	US	301	Crain Hwy	Billingsley Rd	Berry Rd
9	US	301	Crain Hwy	Berry Rd	Mattawoman Beantown Rd
10	MD	2	Governor Ritchie Hwy	E Ordnance Rd	Baltimore Beltway
11	CO	345	Smallwood Dr	Middletown Rd	Crain Hwy
12	MD	237	Chancellors Run Rd	Three Notch Rd	Great Mills Rd
13	MD	2	Governor Ritchie Hwy	E Furnace Branch Rd	Baltimore Annapolis Blvd
14	CO	3616	8th Ave NW	Crain Hwy	Baltimore Annapolis Blvd
15	MD	3	Crain Hwy	Baltimore Annapolis Blvd	Quarterfield Rd
16	MD	648	Baltimore Annapolis Blvd	Baltimore Beltway Inner Loop	I-97
17	MD	2	Governor Ritchie Hwy	West St	Baltimore Annapolis Blvd
18	MD	2	Governor Ritchie Hwy	Baltimore Annapolis Blvd	Rt 10
19	US	301	Crain Hwy	Hawthorne Rd	Marshall Corner Rd
20	MD	246	Great Mills Rd	Chancellors Run Rd	FDR Blvd
21	CO	634	Central Ave	Crain Hwy	Dorsey Rd
22	MD	246	Great Mills Rd	Old Great Mills Rd	Chancellors Run Rd

Map ID	Prefix	Route	Name	From	To
1	MD	2	Governor Ritchie Hwy	Baltimore Annapolis Rd	Mountain Rd
2	MD	2	Governor Ritchie Hwy	Belle Grove Rd	Church St
3	MD	3	Crain Hwy	Paul T. Pitcher Memorial Hwy	I-97
4	MD	170	Belle Grove Rd	I-895	Baltimore Annapolis Blvd
5	MD	235	Three Notch Rd	Great Mills Rd	Chancellors Run Rd
6	MD	228	Berry Rd	Crain Hwy	Bunker Hill Rd
7	MD	450	West St	Taylor Ave	Old Solomons Island Rd
8	US	301	Crain Hwy	Billingsley Rd	Berry Rd
9	US	301	Crain Hwy	Berry Rd	Mattawoman Beantown Rd
10	MD	2	Governor Ritchie Hwy	E Ordnance Rd	Baltimore Beltway
11	CO	345	Smallwood Dr	Middletown Rd	Crain Hwy
12	MD	237	Chancellors Run Rd	Three Notch Rd	Great Mills Rd
13	MD	2	Governor Ritchie Hwy	E Furnace Branch Rd	Baltimore Annapolis Blvd
14	CO	3616	8th Ave NW	Crain Hwy	Baltimore Annapolis Blvd
15	MD	3	Crain Hwy	Baltimore Annapolis Blvd	Quarterfield Rd
16	MD	648	Baltimore Annapolis Blvd	Baltimore Beltway Inner Loop	I-97
17	MD	2	Governor Ritchie Hwy	West St	Baltimore Annapolis Blvd
18	MD	2	Governor Ritchie Hwy	Baltimore Annapolis Blvd	Rt 10
19	US	301	Crain Hwy	Hawthorne Rd	Marshall Corner Rd
20	MD	246	Great Mills Rd	Chancellors Run Rd	FDR Blvd
21	CO	634	Central Ave	Crain Hwy	Dorsey Rd
22	MD	246	Great Mills Rd	Old Great Mills Rd	Chancellors Run Rd

— State-Maintained Roads
— Non-State-Maintained Roads



The background of the slide is a dark blue, semi-transparent image of a large crowd of people. The people are seen from above, in various poses, suggesting a large gathering or event. The image is slightly blurred and has a high-contrast, almost graphic quality.

Carroll and Howard County

High-risk areas, District 7

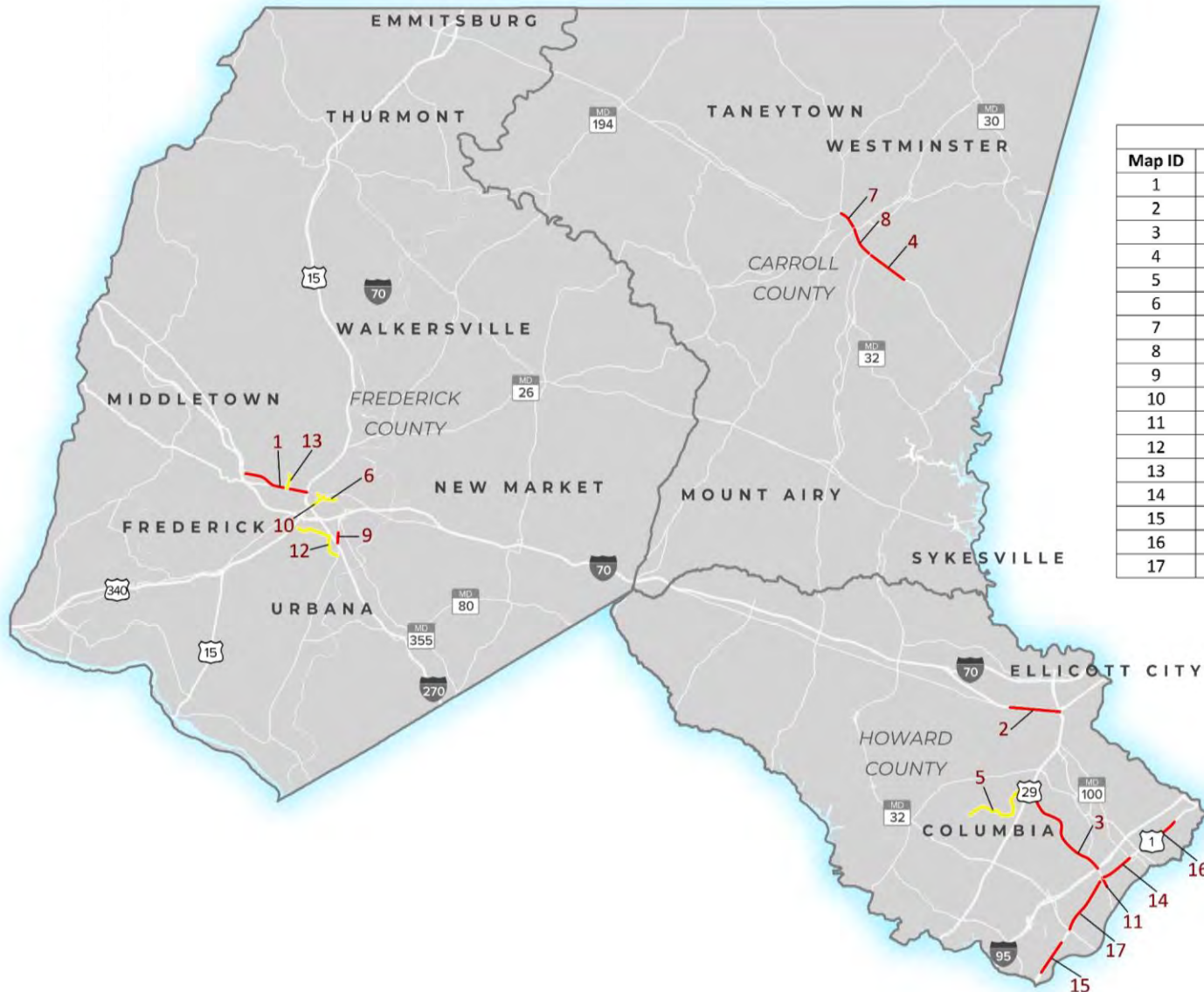




TABLE 4.8: DISTRICT 7

Map ID	Prefix	Route	Name	From	To
1	US	40	W Patrick St	Kehne Rd	Frederick Fwy
2	US	40	Baltimore National Pike	Centennial Ln	Columbia Pike
3	MD	175	Rouse Pkwy	Columbia Pike	I-95
4	MD	140	Baltimore Blvd	Malcolm Dr	Carroll County Northern Landfill
5	CO	794	Little Patuxent Pkwy	Hickory Ridge Rd	Columbia Pike
6	MU	1400	W South St	W Patrick St	S Market St
7	MD	140	Baltimore Blvd	Manchester Rd	Littlestown Pk
8	MD	140	Baltimore Blvd	Malcolm Dr	Manchester Rd
9	MD	85	Buckeystown Pike	Eisenhower Memorial Hwy	Julia Ln
10	MU	761	S Jefferson St	Prospect Blvd	W Patrick St
11	MD	175	Waterloo Rd	Washington Blvd	Patuxent Institution Driveway
12	CO	1179	Crestwood Blvd	Hannover Dr	Buckeystown Pike
13	MU	925	McCain Dr	Butterfly Ln	W Patrick St
14	US	1	Washington Blvd	Waterloo Rd	MD 103
15	US	1	Washington Blvd	Freestate Dr	Patuxent River
16	US	1	Washington Blvd	MD 100	Montgomery Rd
17	US	1	Washington Blvd	Patuxent Fwy	Waterloo Rd

 State-Maintained Roads
 Non-State-Maintained Roads

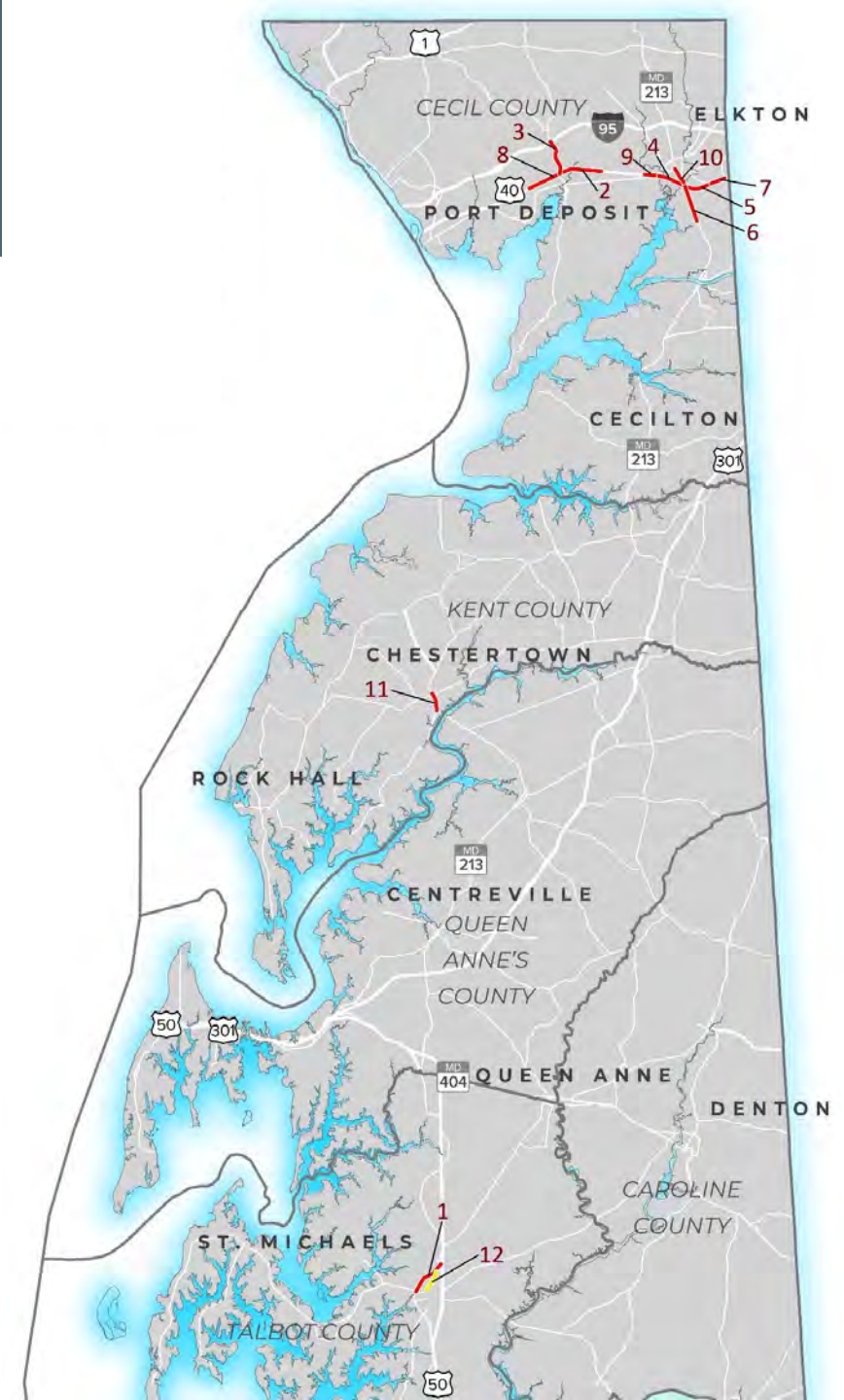
The background of the slide is a dark blue-grey color. It features a faint, repeating pattern of vertical stripes. Overlaid on this pattern is a large, dense crowd of people, rendered in a lighter, semi-transparent blue-grey tone. The people are shown from various angles, some standing, some sitting, creating a sense of a large gathering or event.

Queen Anne's County

High-risk areas, District 2

TABLE 4.3: DISTRICT 2					
		Route	Name	From	To
1	MD	322	Easton Pkwy	Ocean Gateway	Bay St
2	US	40	Pulaski Hwy	Marley Rd	North East Rd
3	MD	272	Northeast Rd	Pulaski Hwy	John F Kennedy Memorial Hwy
4	US	40	W Pulaski Hwy	S Bridge St	Elkton Rd
5	US	40	E Pulaski Hwy	Delaware Ave	S Bridge St
6	MD	213	Augustine Herman Hwy	E Lewis Shore Rd	E Pulaski Hwy
7	US	40	E Pulaski Hwy	Delancy Rd	Delaware Ave
8	US	40	Pulaski Hwy	Charlestown Crossing Blvd	North East Rd
9	US	40	W Pulaski Hwy	Elkton Rd	Thiokol Rd
10	MD	213	Bridge St	E Pulaski Hwy	Elkton Blvd
11	MD	213	Washington Ave	N Cross St	Morgnec Rd
12	MU	1091	Washington St	Glebe Rd	Easton Byp

- State-Maintained Roads
- Non-State-Maintained Roads



Current Status and Next steps for the Assessment

Current Status:

- More than 130 people attended consultation meetings and more than 150 individual online survey responses were received .
- The Draft Assessment is completed and is currently under SHA internal review.

Next Steps:

- October: Comment compilation and draft report for review and approval by the Governor's Office and FHWA.
- By November 15: Publication of final document.

Thank you!

Jianyang (Jay) Zheng, PhD, PE

Office of Traffic and Safety

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