

Maryland's Vulnerable Road User Safety Assessment & Pedestrian Safety Action Plan



Outline

What is the purpose of the Vulnerable Road User (VRU) Safety Assessment?

What is MDOT SHA's Pedestrian Safety Action Plan (PSAP)?

How does the VRU Safety Assessment differ from the Pedestrian Safety Action Plan (PSAP)?

How will stakeholder consultation occur?

What are our next steps?

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 US.
- Evaluate the state’s safety performance for pedestrians and cyclists
- Develop a plan to improve safety for these travelers

Memorandum

U.S. Department of Transportation
Federal Highway Administration

Subject: **ACTION:** Vulnerable Road User Safety Assessment Guidance (Due date: November 15, 2023) Date: October 21, 2022

From: Cheryl J. Walker *Cheryl Walker*
Associate Administrator, Office of Safety In Reply Refer To: HSSP

To: Division Administrators

Purpose

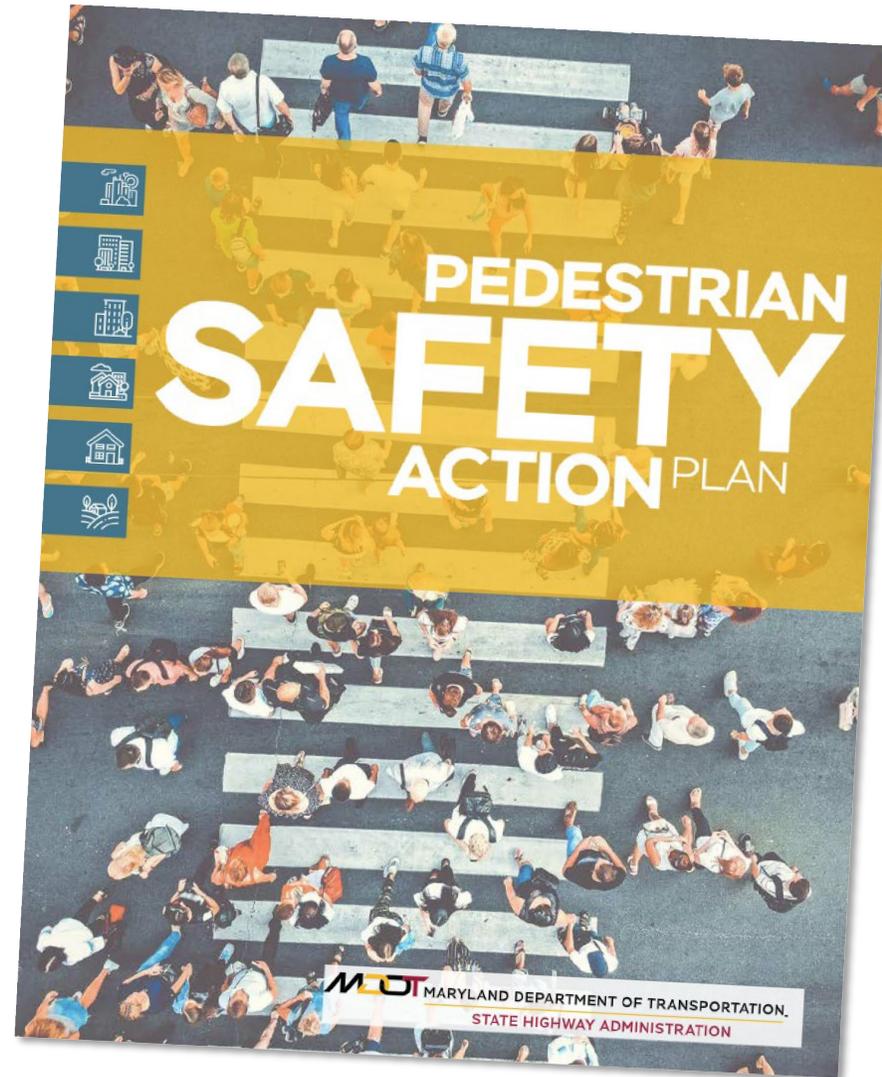
The purpose of this memorandum is to provide background and guidance to clarify the requirements for the Vulnerable Road User Safety Assessment as described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)). All States are required to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(l).

This guidance also incorporates principles consistent with the Federal Highway Administration’s (FHWA) [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), dated December 16, 2021.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

Purpose of the VRU Assessment

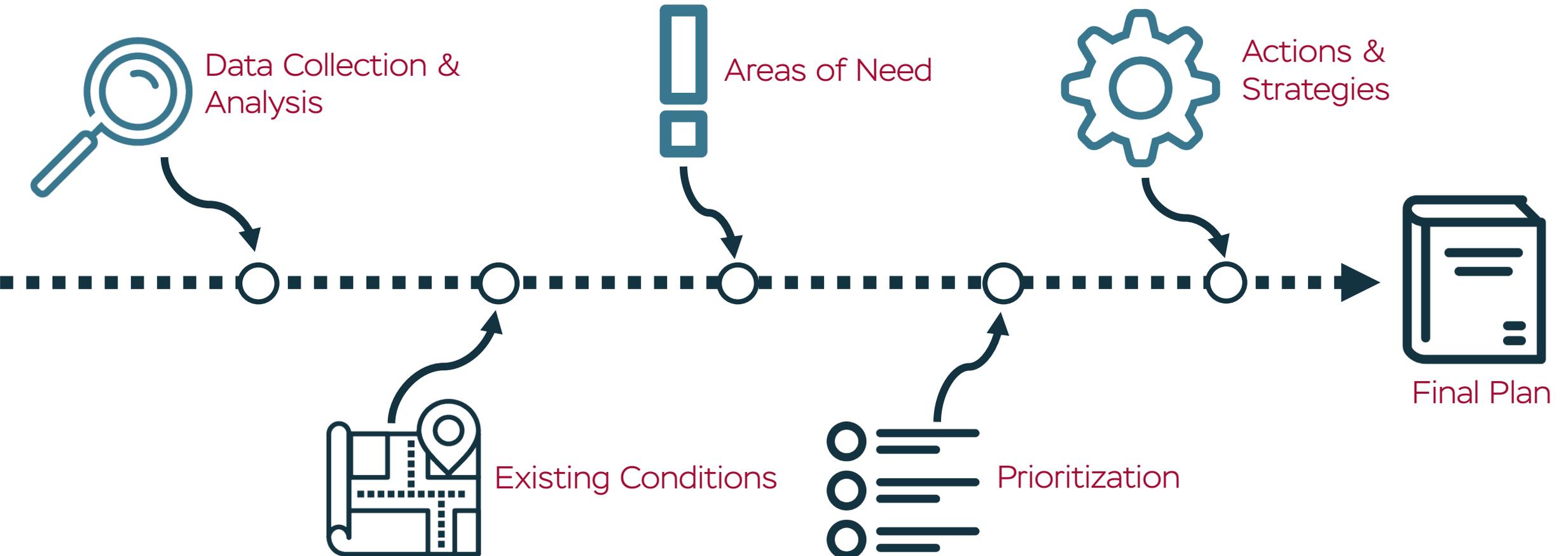
The VRU Safety Assessment will build on the Pedestrian Safety Action Plan that is nearing completion.



MDOT SHA's

PEDESTRIAN SAFETY ACTION PLAN

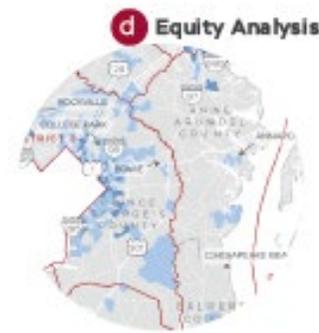
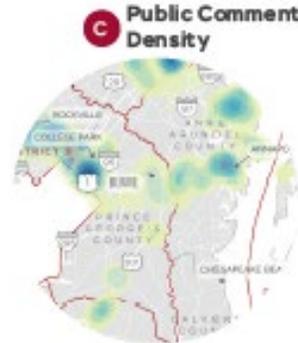
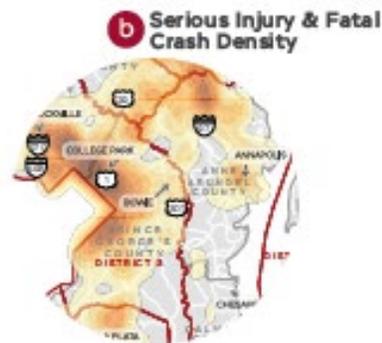
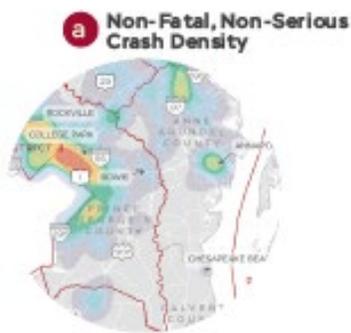
What ARE THE STEPS

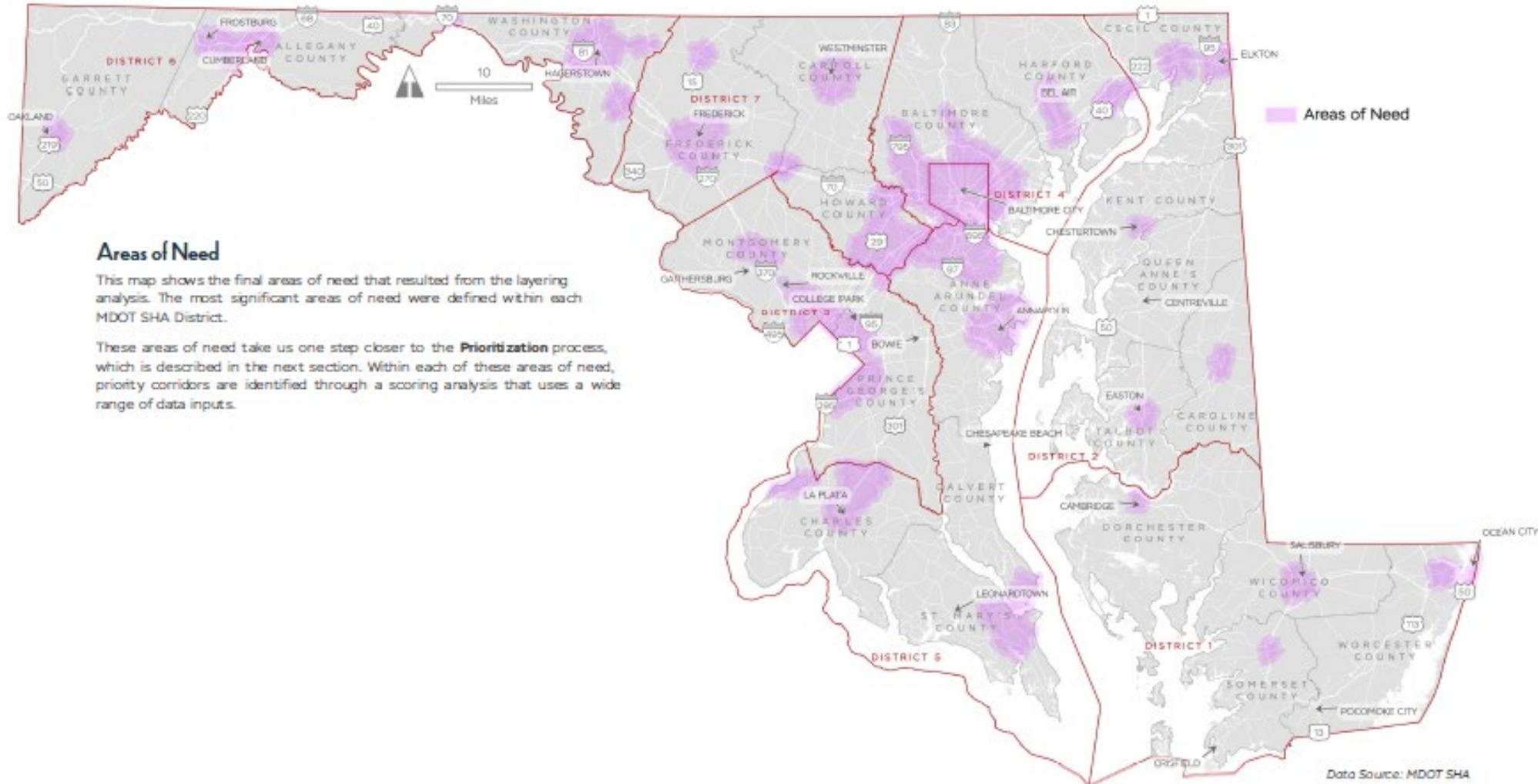


Areas of Need are broad geographic areas in that have the highest need for non-motorized safety improvements based on:

- Public input
- Equity
- Non-fatal pedestrian and bicycle crash density
- Fatal and serious pedestrian and bicycle crash density
- 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

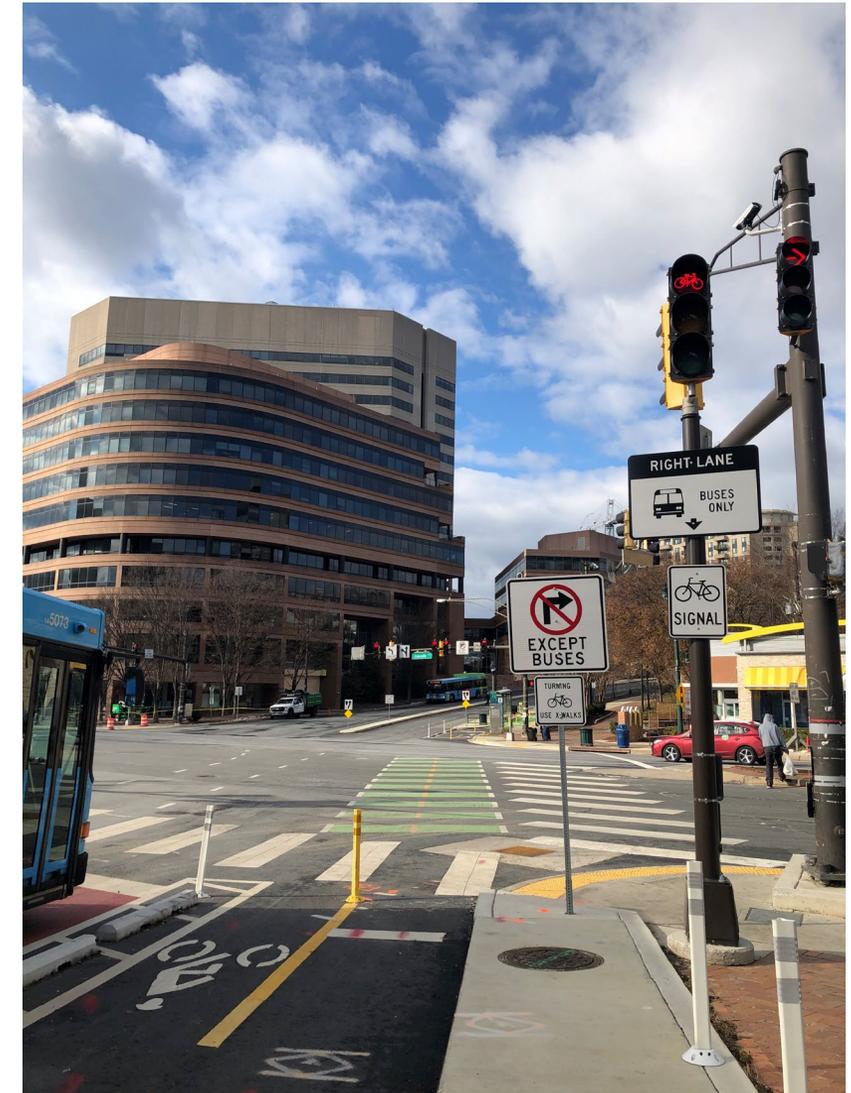
This map shows the final areas of need that resulted from the layering analysis. The most significant areas of need were defined within each MDOT SHA District.

These areas of need take us one step closer to the **Prioritization** process, which is described in the next section. Within each of these areas of need, priority corridors are identified through a scoring analysis that uses a wide range of data inputs.

Priority **CORRIDORS**

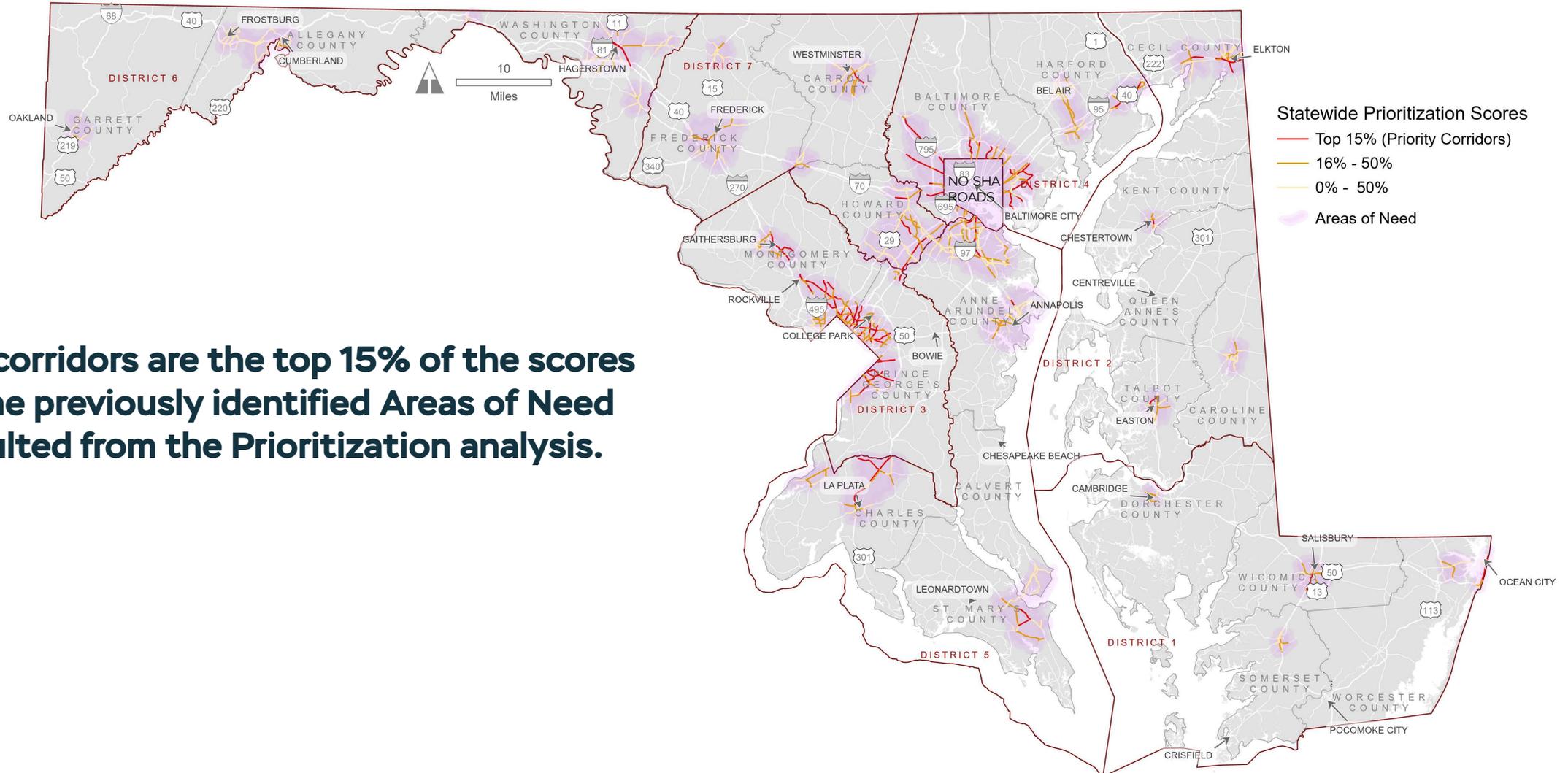
Priority corridors were selected within the Areas of Need through the **prioritization analysis**. This involved weighted scoring of each MDOT SHA roadway within each Area of Need using the following factors:

- 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
- ½ mile rail transit walksheds
- Bus stop density (above average)
- MDOT SHA Bike Spine
- Schools



Priority CORRIDORS

PEDESTRIAN SAFETY ACTION PLAN



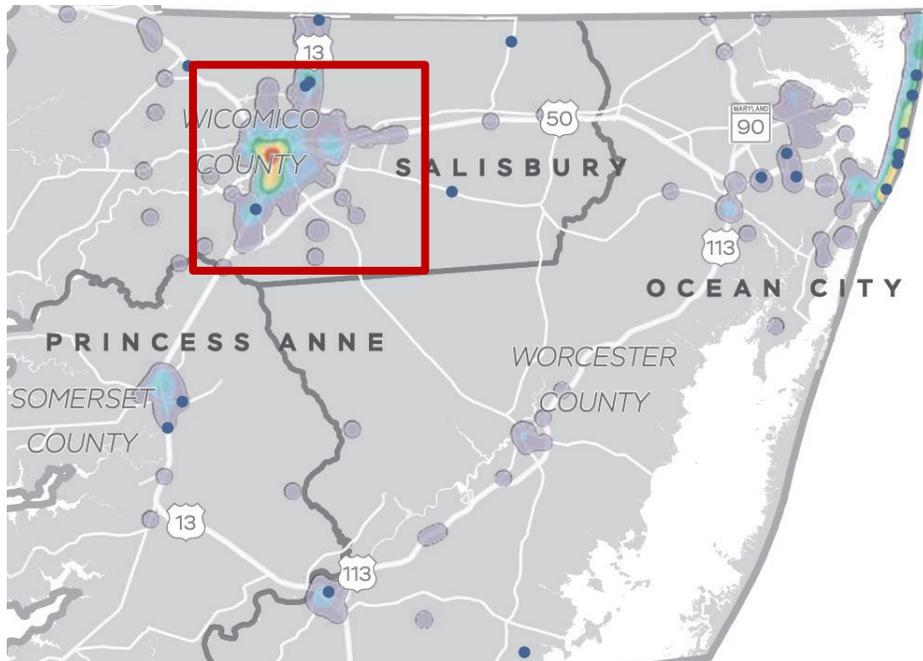
Priority corridors are the top 15% of the scores within the previously identified Areas of Need that resulted from the Prioritization analysis.

How the VRU differs from the PSAP

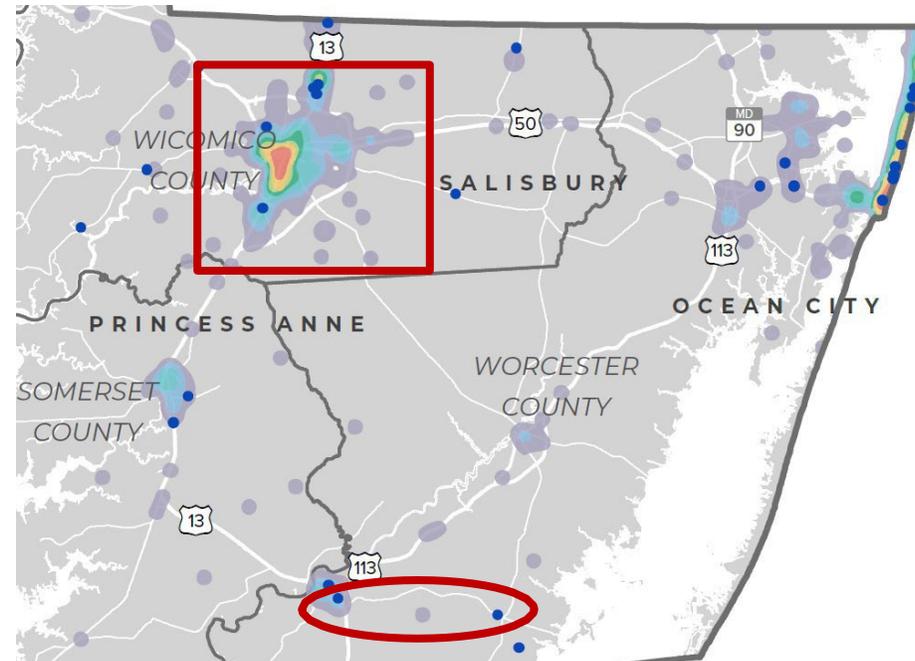
Federal VRU Safety Assessment guidance requires at least 5 years of data

- The PSAP, developed before the Federal guidance was published, used 4 years of data (2016-2019)
- The VRU Safety Assessment uses 6 years of data (2016-2021)

PSAP



VRU



How the VRU differs from the PSAP

In the VRU Safety Assessment, **“high-risk areas”** (the equivalent of **“priority corridors”** in the PSAP) include local roads:

- The PSAP included all crashes in the state in the initial analysis
- PSAP priority corridors were limited to state roads

Additional consultation with stakeholders will occur after high-risk areas are identified

Stakeholder Consultation

Input on how to address high-risk areas through:

- Regional meetings
- Online [survey](#)



MDOT SHA Vulnerable Road User Safety Assessment

Outreach Survey

The purpose of Maryland's vulnerable road user safety assessment is to:

- Evaluate the state's safety performance for pedestrians and cyclists, and to
- Develop a plan to improve safety for these travelers.

A "vulnerable road user" (VRU) is someone who is walking, cycling, or rolling. These people 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. For this reason, the Federal Highway Administration requires all states to complete a VRU safety assessment by November 15, 2023.

MDOT SHA Vulnerable Road User Safety Assessment

District 3 Priority Corridors

[MD 410 \(East West Highway\)](#) from Adelphi Road to Riggs Road in Prince George's County was identified as one of the highest priority corridors in District 3 through the VRU Safety Assessment Prioritization process. **Your input is being requested to help identify potential safety concerns for vulnerable roadway users on this corridor, as well as potential solutions.**

MDOT SHA does not have funding available for improvements on these corridors. This survey is being conducted to satisfy a federal requirement and does not represent a commitment by MDOT SHA to implement improvements on these corridors.



1. In your experience, what are the primary pedestrian safety concerns on this corridor?

VRU Next Steps

- **June and July:** Stakeholder consultation
- **August:** Final draft for review and approval by the Governor's Office and FHWA
- **By November 15:** Publication of final document



Thank you!

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