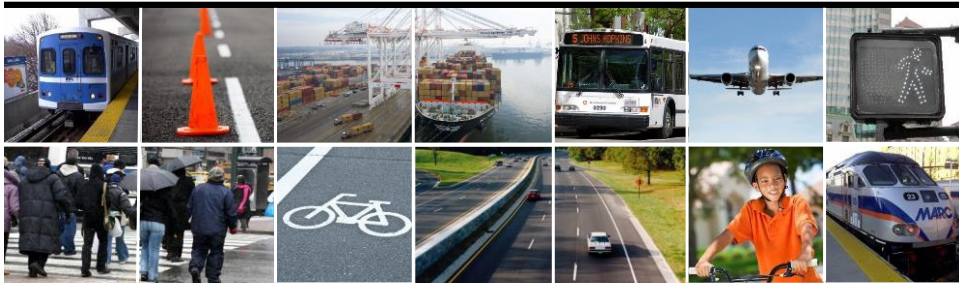




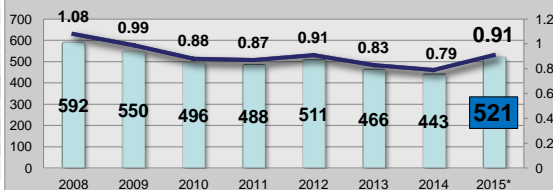
Transportation Solutions to Connect Our Customers to Life's Opportunities

Maryland's Strategic Highway Safety Plan



Maryland's Statewide Crash Trends

Maryland Traffic Fatalities & Fatality Rate 2008-2015



Preliminary Projection for 2016: About the Same as 2015

Vehicle Miles Traveled:
2015: +1.6% - almost 1b more miles
2016: +2% - over 1b more miles

Maryland Traffic Serious Injuries & Serious Injury Rate 2008-2015





Maryland's Current Strategic Highway Safety Plan

Overarching Goal:

Toward *Zero* Deaths

Goal Statements:

of Fatalities (2020): **387**

Fatality Rate (2020): **0.69**
Based on 100mil VMT

of Serious Injuries (2020): **2,939**

Serious Injury Rate (2020): **5.21**
Based on 100mil VMT



Consideration by SHSP Executive Council

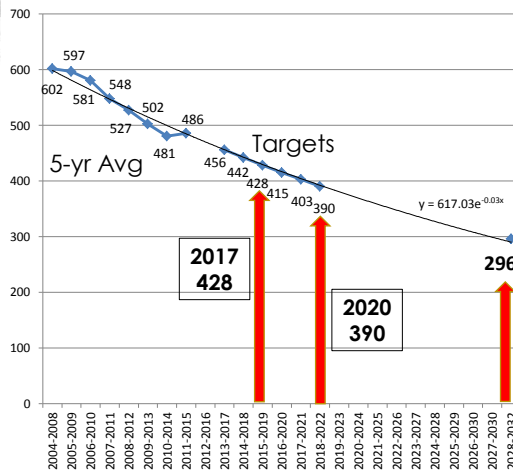


Toward Zero Deaths (TZD)

- Fixed end point
- (1/2 of 2008 by 2030)
- Exponential trend line fitted

Five Year Rolling Averages used to set trend line to Final Target Point

Annual Targets are mid-point years of 5-yr buckets





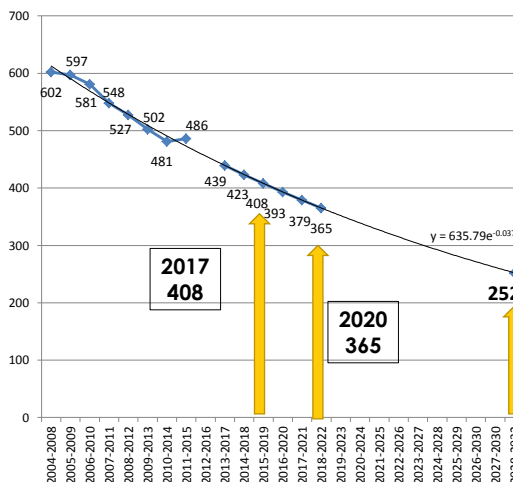
Consideration by SHSP Executive Council

DATA SPEAKS:

Data Trends

- No fixed end point
- Exponential line fit to historical data

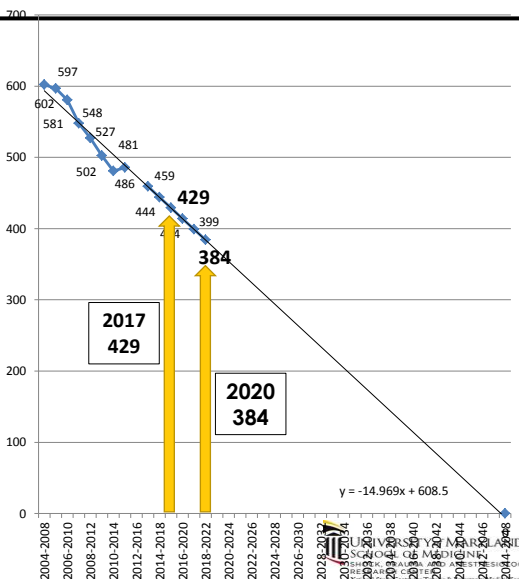
Targets Change Every Year



Consideration by SHSP Executive Council

Road to Zero Zero fatalities by 2046

- Fixed endpoint of 0 fatalities by 2046
- Linear trend line



Required Performance Measures Strategic Highway Safety Plan

FHWA Mandated Safety Performance Measurements:

Required by: HSP – July 1st // HSIP – August 31st 2017

of Fatalities (based on FARS)

Fatality Rate (based on FARS)

of Serious Injuries (based on State data)

Serious Injury Rate (based on State data)

Combination of:

**PED Fatalities & Serious Injuries AND
Bicycle Fatalities & Serious Injuries**
(based on FARS definitions & Combined Data)



Maryland's SHSP Path Forward



➤ Maryland's SHSP

- Establish Visionary/Aspirational Goals (Review Options)
 - Main Goal Statements: Fatalities & Serious Injuries Only
- Use Same Methodology for Emphasis Area Goals
- Sub-Goals or Objectives:
 - 5-yr rolling averages of the '**Big-5**'
 - Fatalities; Fatality Rate; Serious Injuries; Serious Injury Rate; Non-Motorized Fatalities & Serious Injuries (*PED & Bike*)

➤ ALL Metropolitan Planning Organizations (two options):

- Support State SHSP Goals or
- Establish Similar Goals for MPO defined areas





Maryland's SHSP Path Forward



- **TZD Goal Statements:**
 - **Fatalities & Serious Injuries Only**
 - Provides for Good Future Target Analysis w/ Historical Analysis
- **New Federal Mandated Goal Statements**
 - **Utilizing 5-yr Rolling Averages w/ FARS or State Data**
 - Fatafs; Fatality Rate; Serious Injuries; Serious Inj Rate;
 - and Combined PED/Bike
- **Emphasis Areas (Utilizing More Readily Available State Data)**
 - **Utilize TZD Methodology**
 - Sets solid targets and eliminates rolling targets
 - Does NOT Require Yearly Target Updates



"If you aim at nothing, you will hit it every time"
Author Unknown



Strategic Highway Safety Plan Hypothetical Washington Region Targets

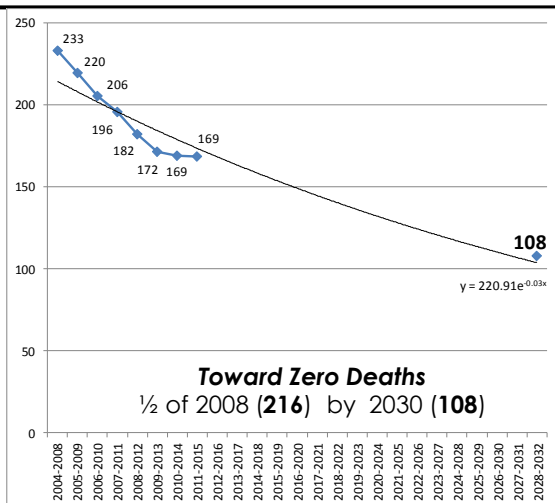
Overall Fatality Goals

Total of 4 Counties

Montgomery
 Prince George's
 Frederick &
 Charles

Interim yearly goals

- 2017 - 154
- 2018 - 150
- 2019 - 145
- 2020 - 141





Strategic Highway Safety Plan

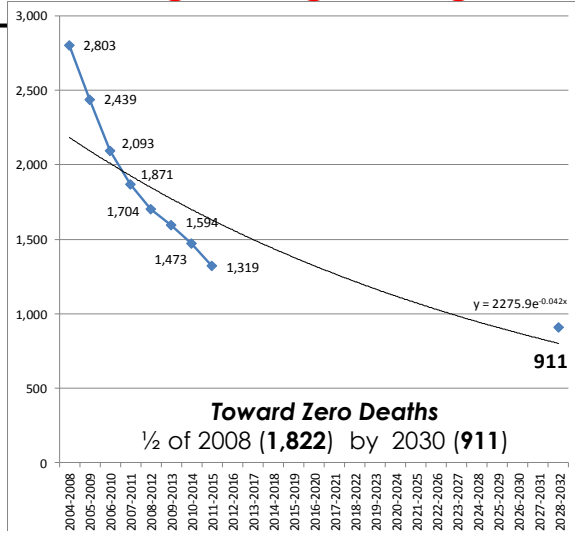
Hypothetical Washington Region Targets

Overall Serious Injury Goals

Defined as a '4' on the KABCO Scale

Interim yearly goals

- 2017 - 1,375
- 2018 - 1,318
- 2019 - 1,264
- 2020 - 1,212



Toward Zero Deaths
 1/2 of 2008 (1,822) by 2030 (911)



JOIN the JOURNEY On Our Road to Zero

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*Maryland Department
of Transportation*