

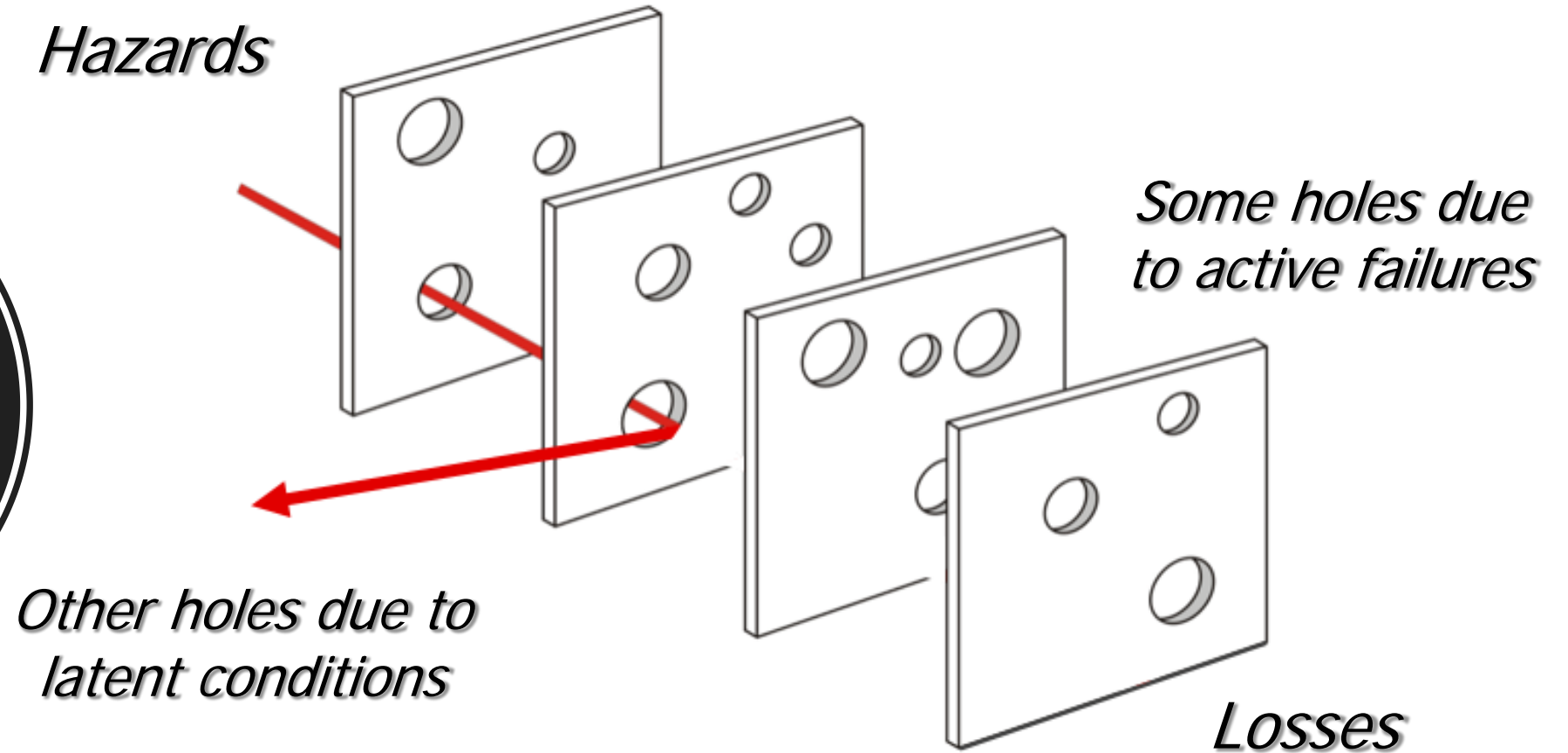
Moving Maryland

Toward Zero Deaths

Item 3

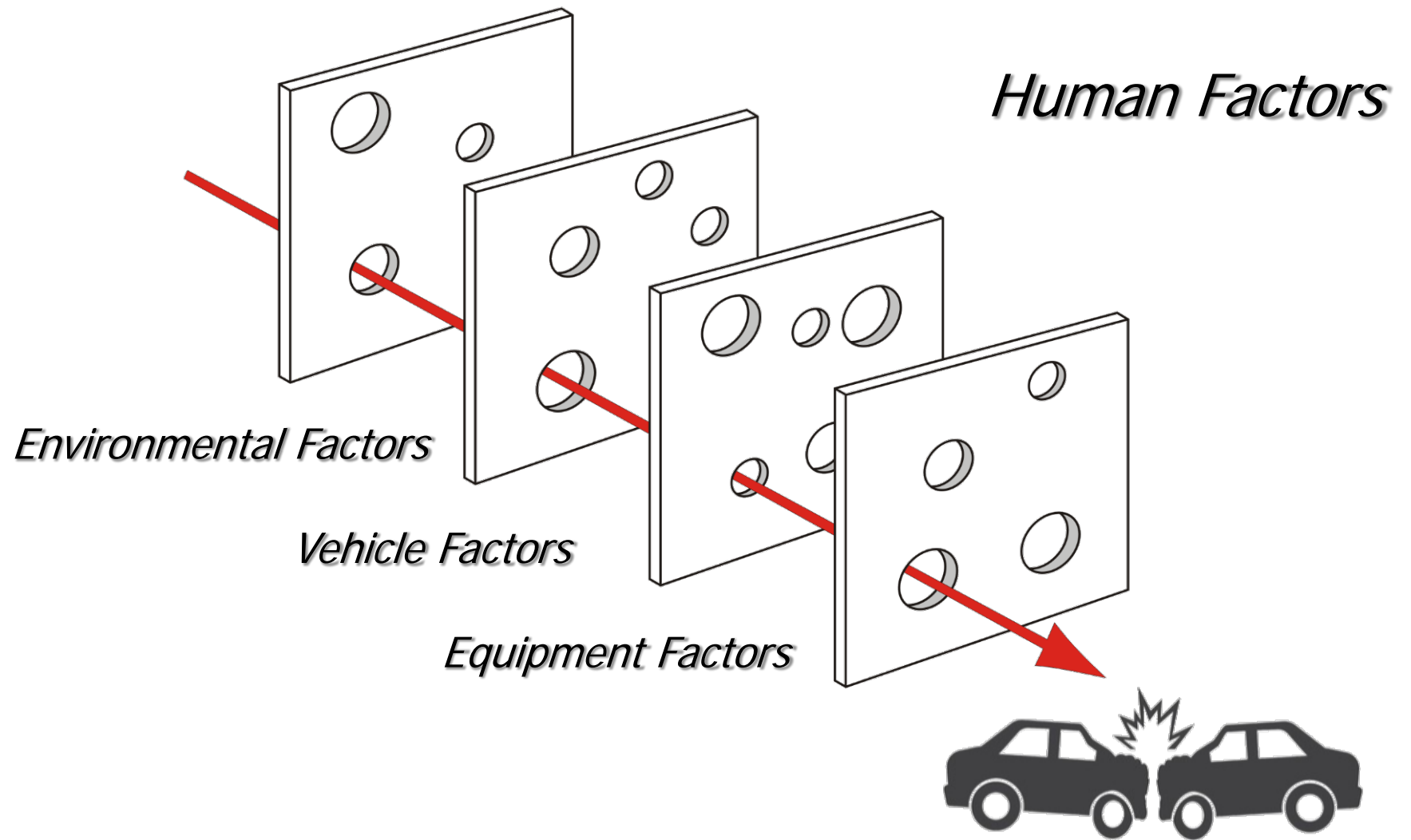


REASON'S
"SWISS
CHEESE"
MODEL OF
CAUSATION



Successive layers of defences, barriers and safeguards

REASON'S
"SWISS
CHEESE"
MODEL OF
CAUSATION



MD MOTOR VEHICLE OCCUPANT FATALITY CONTRIBUTING FACTORS



Unbelted = 493
(32% of all fatalities)

1,563 motor vehicle occupant deaths for the period 2013-2017 (non-pedestrian and non-motorcycle).

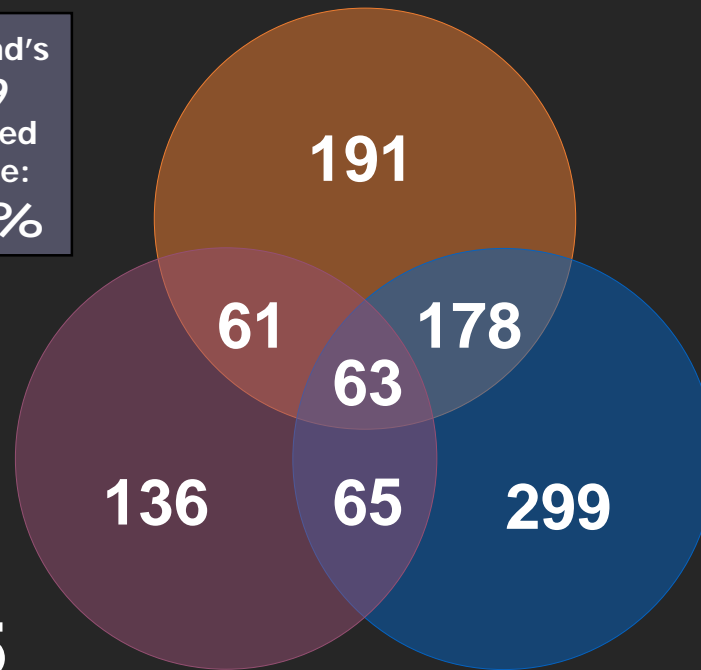
Sixty-four percent (n=993) involved speeding, impairment, or lack of belt use.



Maryland's
2019
Observed
SB Rate:
90.4%



Speed = 325
(21% of all)



5 Year Totals

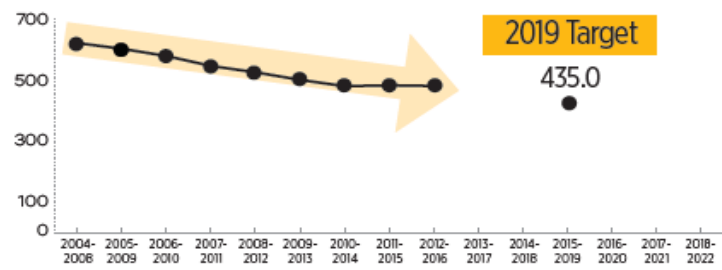
Impaired = 605
(39% of all)

MARYLAND

- **Goal:** To ensure a safe, secure, and resilient transportation system for all users
- **Objective:** Reduce the number of lives lost and injuries sustained on Maryland roads
- **Strategy:** Build partnerships to strengthen state and local efforts to improve safety

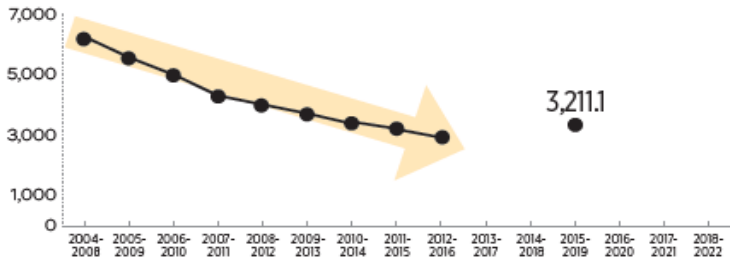


Total Fatalities



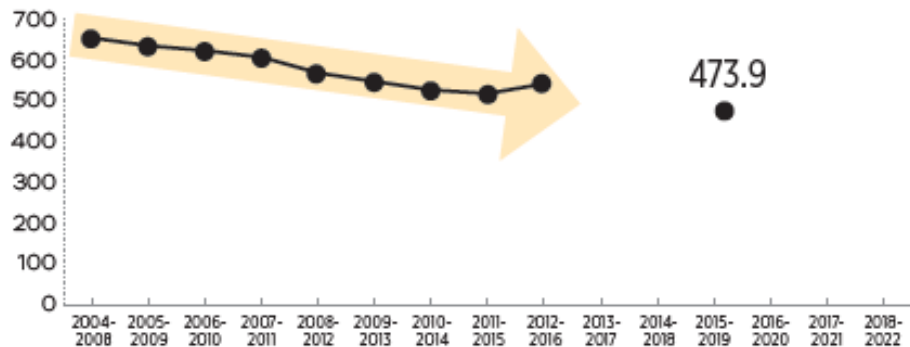
296
2030 GOAL

Total Serious Injuries

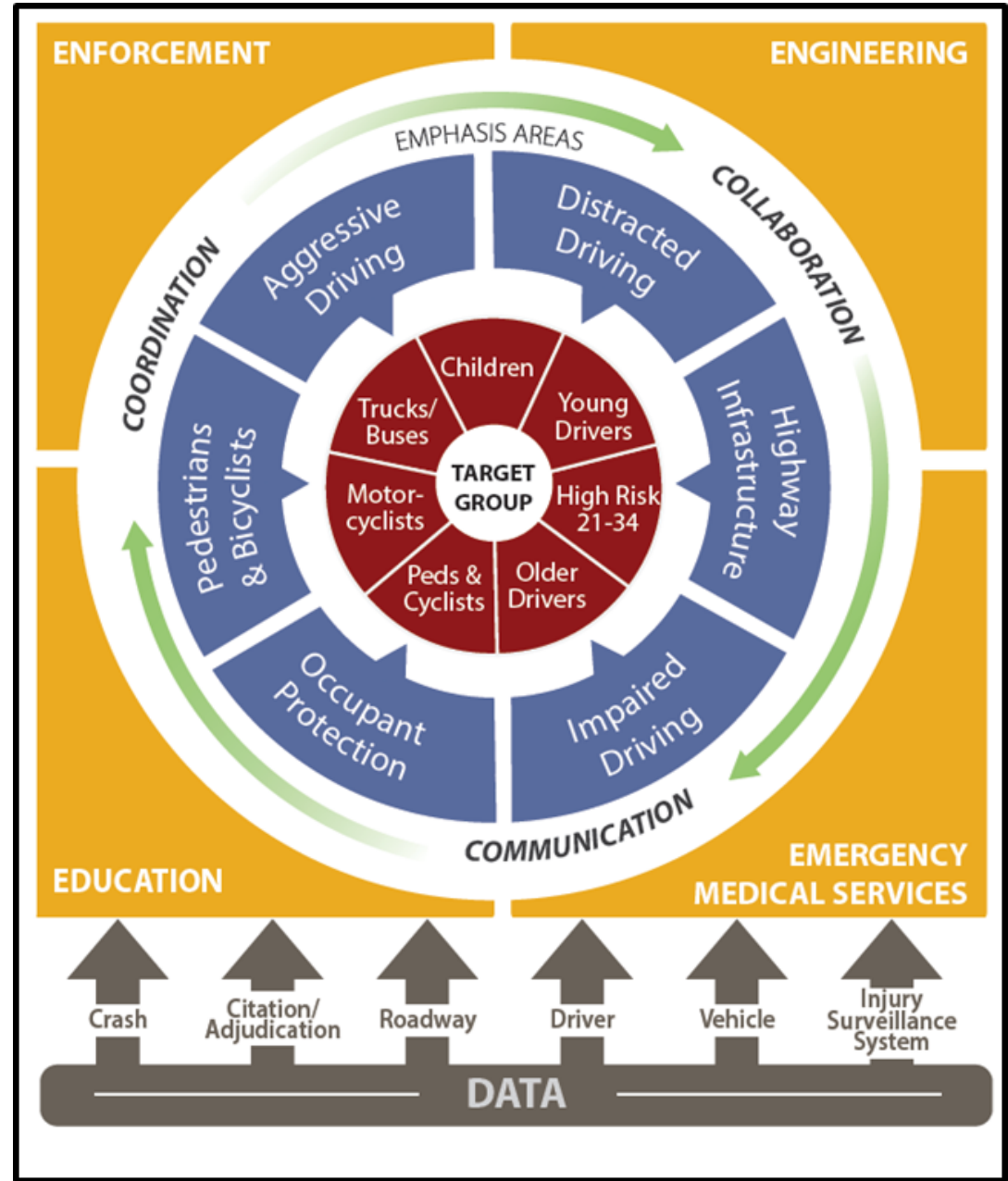


2,272
2030 GOAL

Non-motorized Fatalities & Serious Injuries



326
2030 GOAL



NATIONAL CAPITAL REGION SUMMARY

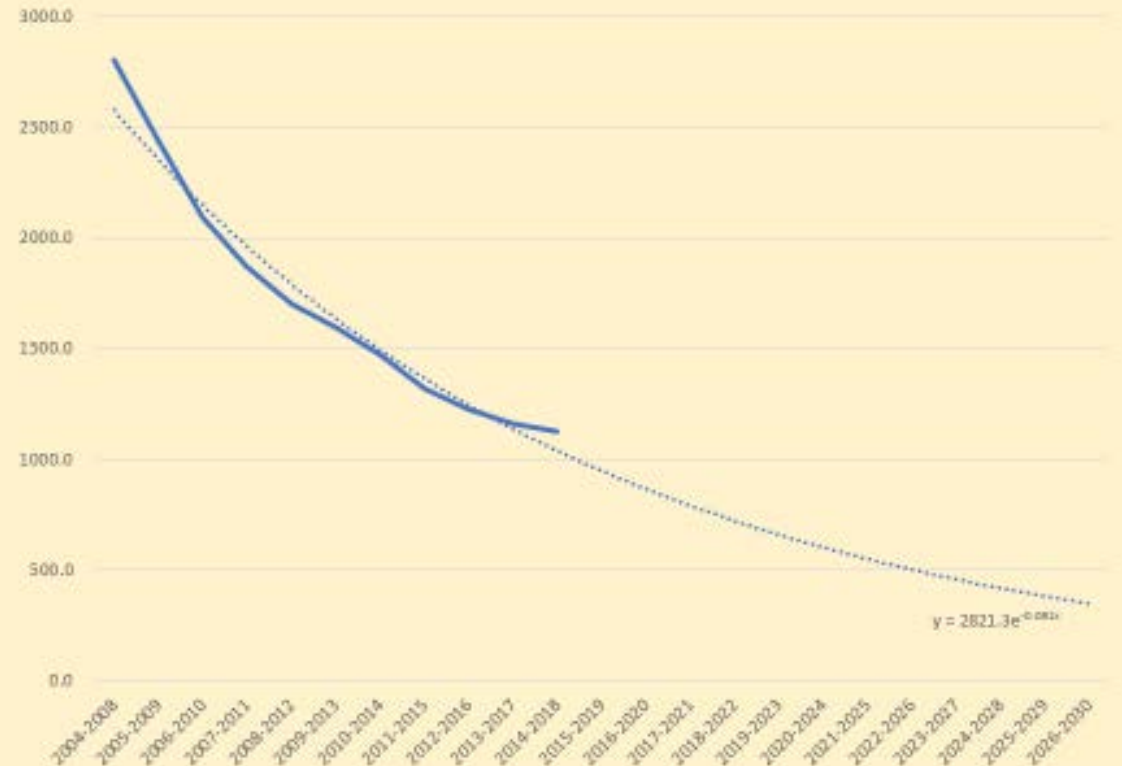
Regional Fatalities



Targets

2015-2019	154.4
2016-2020	149.7

Regional Serious Injuries

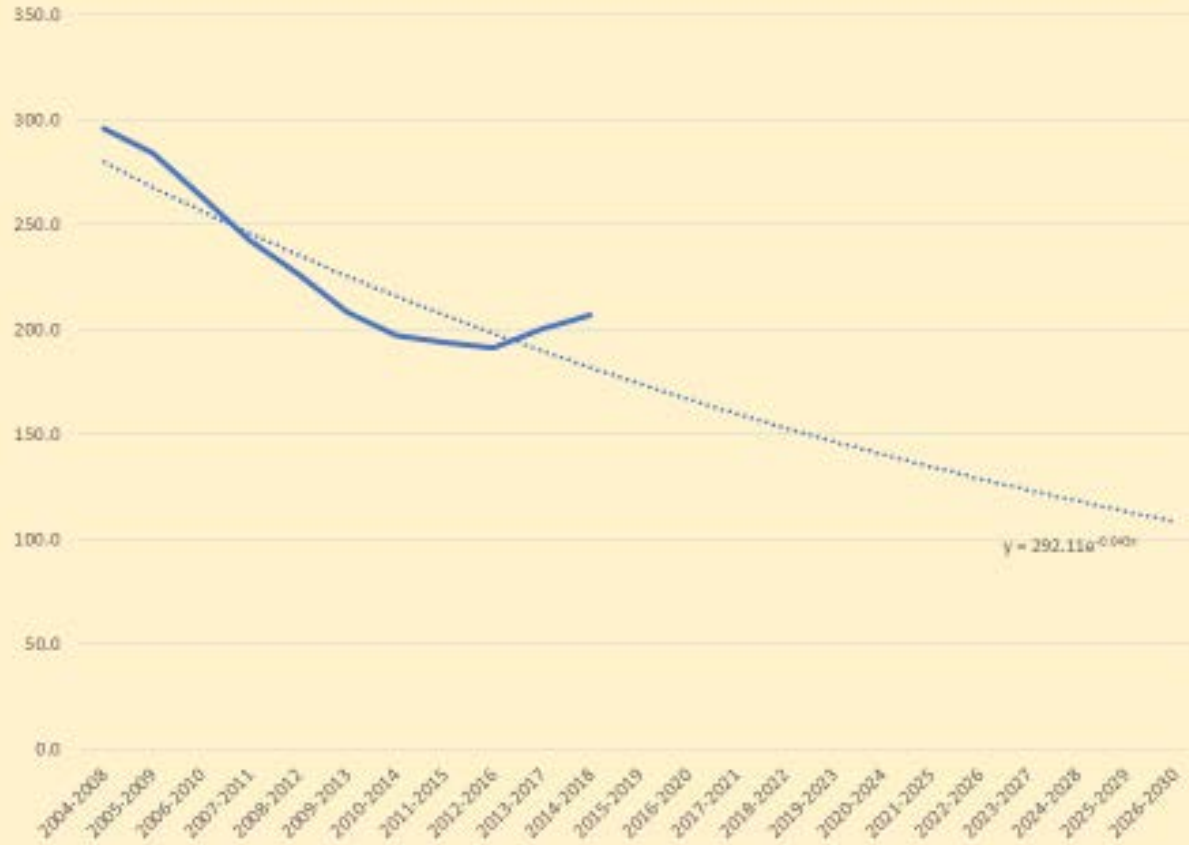


Targets

2015-2019	946.7
2016-2020	864.3

NATIONAL CAPITAL REGION SUMMARY

Regional – Non motorized F + SI

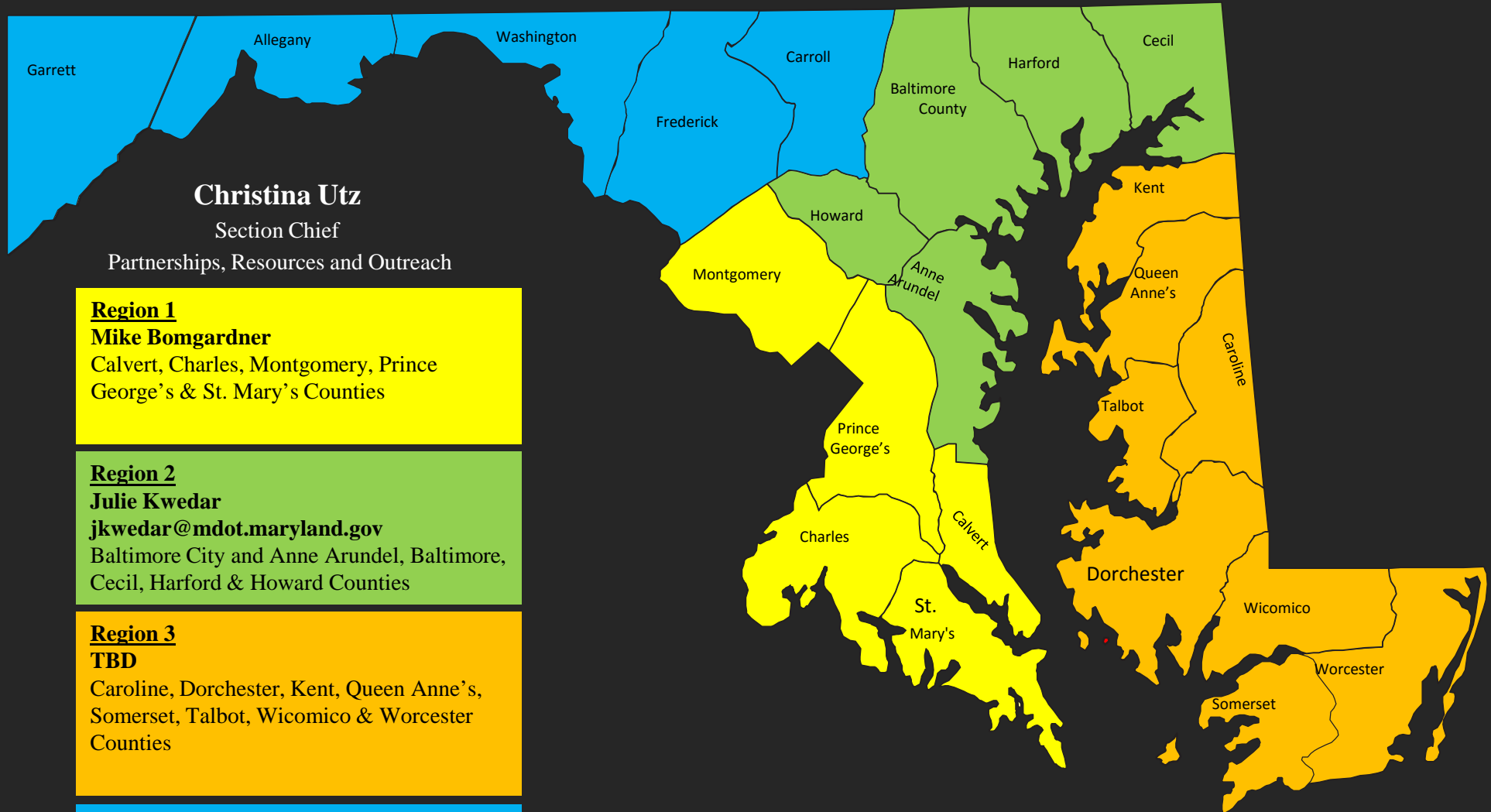


Targets

2015-2019	174.3
2016-2020	167.0



Regional Partnerships, Resources & Outreach Program



Christina Utz

Section Chief

Partnerships, Resources and Outreach

Region 1

Mike Bomgardner

Calvert, Charles, Montgomery, Prince George's & St. Mary's Counties

Region 2

Julie Kwedar

jkwedar@mdot.maryland.gov

Baltimore City and Anne Arundel, Baltimore, Cecil, Harford & Howard Counties

Region 3

TBD

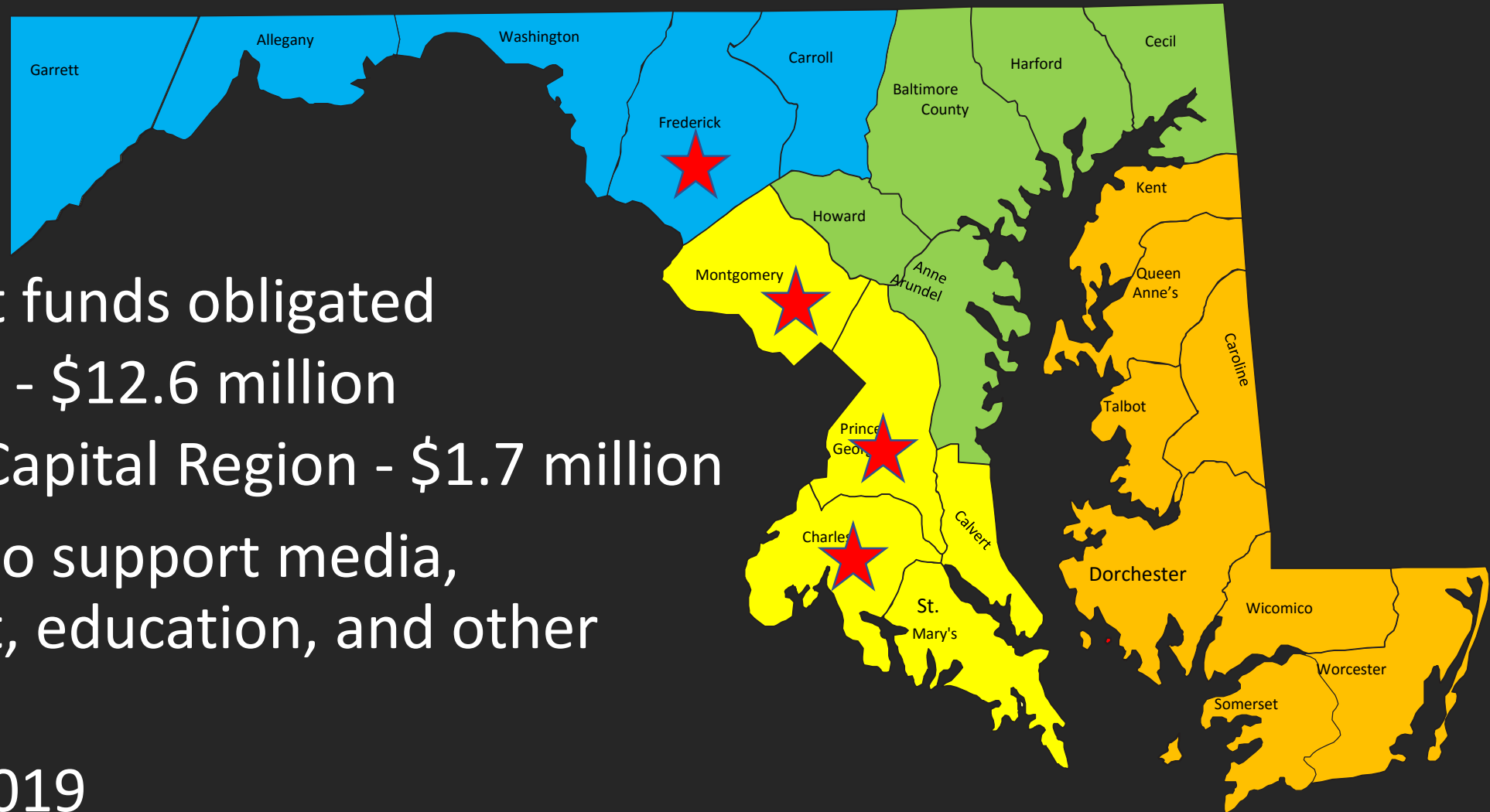
Caroline, Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico & Worcester Counties

Region 4

TBD

Allegany, Carroll, Frederick, Garrett & Washington Counties

Regional Partnerships, Resources & Outreach Program



○ Overall grant funds obligated

- Statewide - \$12.6 million

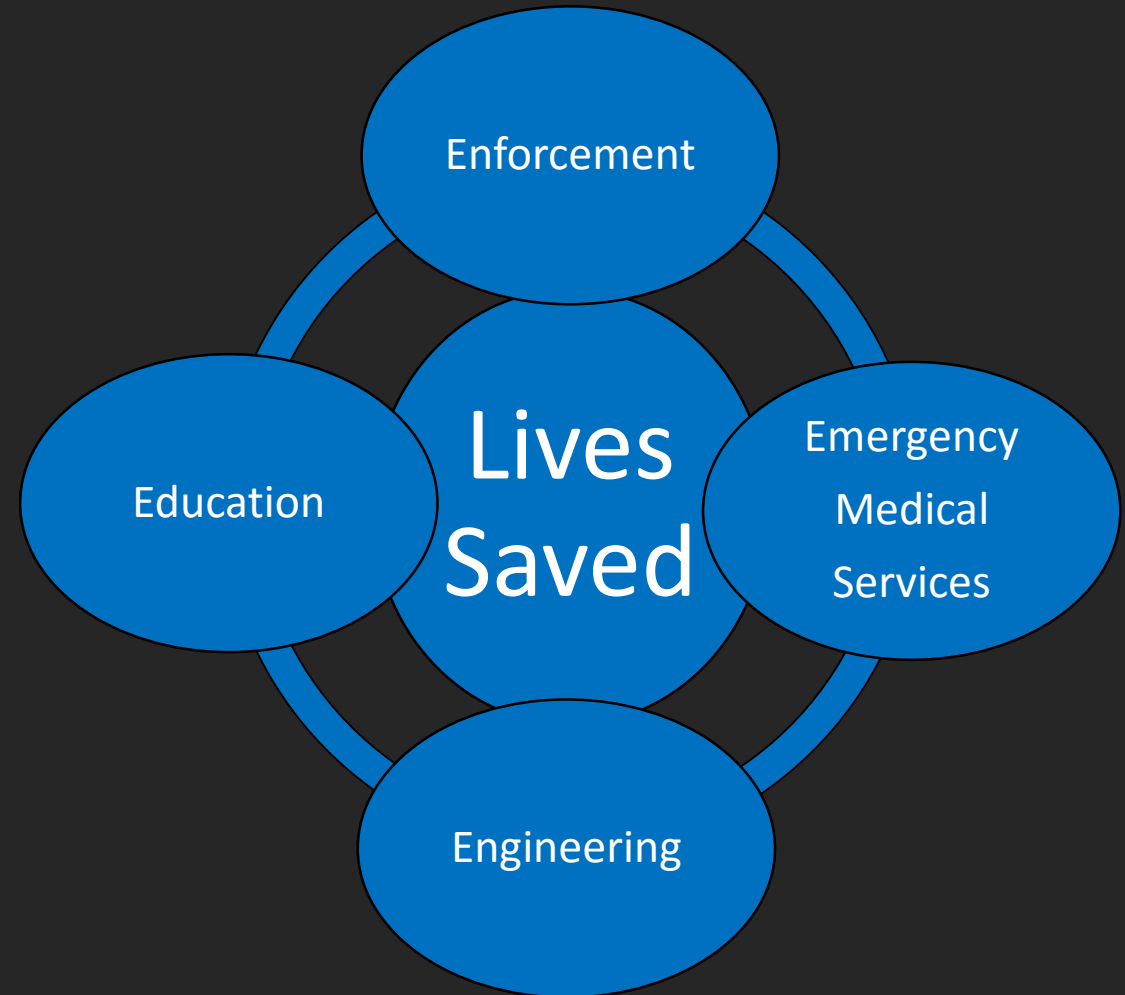
- National Capital Region - \$1.7 million

○ Funds used to support media, enforcement, education, and other programs.

○ Fiscal year 2019

BUILDING TRAFFIC SAFETY CULTURE

- Safety Culture is a top priority
 - Organizational
 - Public
- Creating and sustaining a safety culture is integral to moving toward zero deaths



ENGINEERING FOR SAFETY- TOGETHER



**KNOWLEDGE
SHARING**



**TRAINING AND
EDUCATION**



**BUILDING
PARTNERSHIPS**

KNOWLEDGE SHARING

- Within MDOT SHA
 - What are the best practices being employed by other Transportation Business Units?
 - What resources are available within different offices of MDOT SHA – how do we harness that knowledge
- Within Maryland
 - Regular exchange of ideas with local jurisdictions- Maryland Traffic Engineers Council (MTEC), Maryland Municipal League, Maryland Association of Counties
 - Participation with Industry – Maryland Transportation Builders and Materials Association (MTBMA)
- Outside of Maryland
 - Participation in national conferences
 - Participation and organization of peer exchanges
 - Hosting visits from other countries

KNOWLEDGE SHARING

- MDOT SHA serves as FHWA liaison for local agencies within Maryland
- Support with implementation of Rapid Rectangular Flashing Beacons, Green Pavement Marking, Bike signals etc.
- Provide support as Subject Matter Expert

TRAINING AND EDUCATION

- Work Zone safety training in partnership with MTBMA on a regular basis
 - Continuous education and self improvement for MDOT SHA Staff (Highway Safety Manual, Interactive Highway Safety Design Model, etc.)
 - Research efforts

BUILDING PARTNERSHIPS

- Information sharing through MTEC
- Participation in Safety Audits
- Work with Maryland Highway Safety Office
- Local representation/participation in the Strategic Highway Safety Plan

BUILDING PARTNERSHIPS WITH LAW ENFORCEMENT

- On-site police liaison
- Partnership agreements
- Automated enforcement
- Commercial vehicle safety

BEST PRACTICES SHARED

- Automated Speed Enforcement (PA, VT, NJ, WV, MA)
- Smarter Work Zones - National Operations Center of Excellence Smarter Work Zones Workshop
- Signal System Retiming (BMC and WashCOG)
- Railroad Crossing Safety (Peer Exchanges and National Conferences)

BEST PRACTICES REVIEWED/IMPLEMENTED

- High Friction Surface Treatment – PA
- Mumble Strips – DE
- Work Zone Pavement Marking/Masking – NC
- Pedestrian Safety Guidelines Development – Peer reviews by CT, FL, ME, MN, NY, OH, PA, VT, VA, WA, WI, DC

CONTACTS

Cedric Ward, Director

Office of Traffic & Safety

MDOT State Highway Administration

cward@mdot.maryland.gov

Timothy Kerns, Director

MDOT Maryland Highway Safety Office

tkerns@mdot.maryland.gov

Kari Snyder, Regional Planner

Maryland Department of Transportation

ksnyder3@mdot.Maryland.gov

