

# Moving Maryland

## Toward Zero Deaths

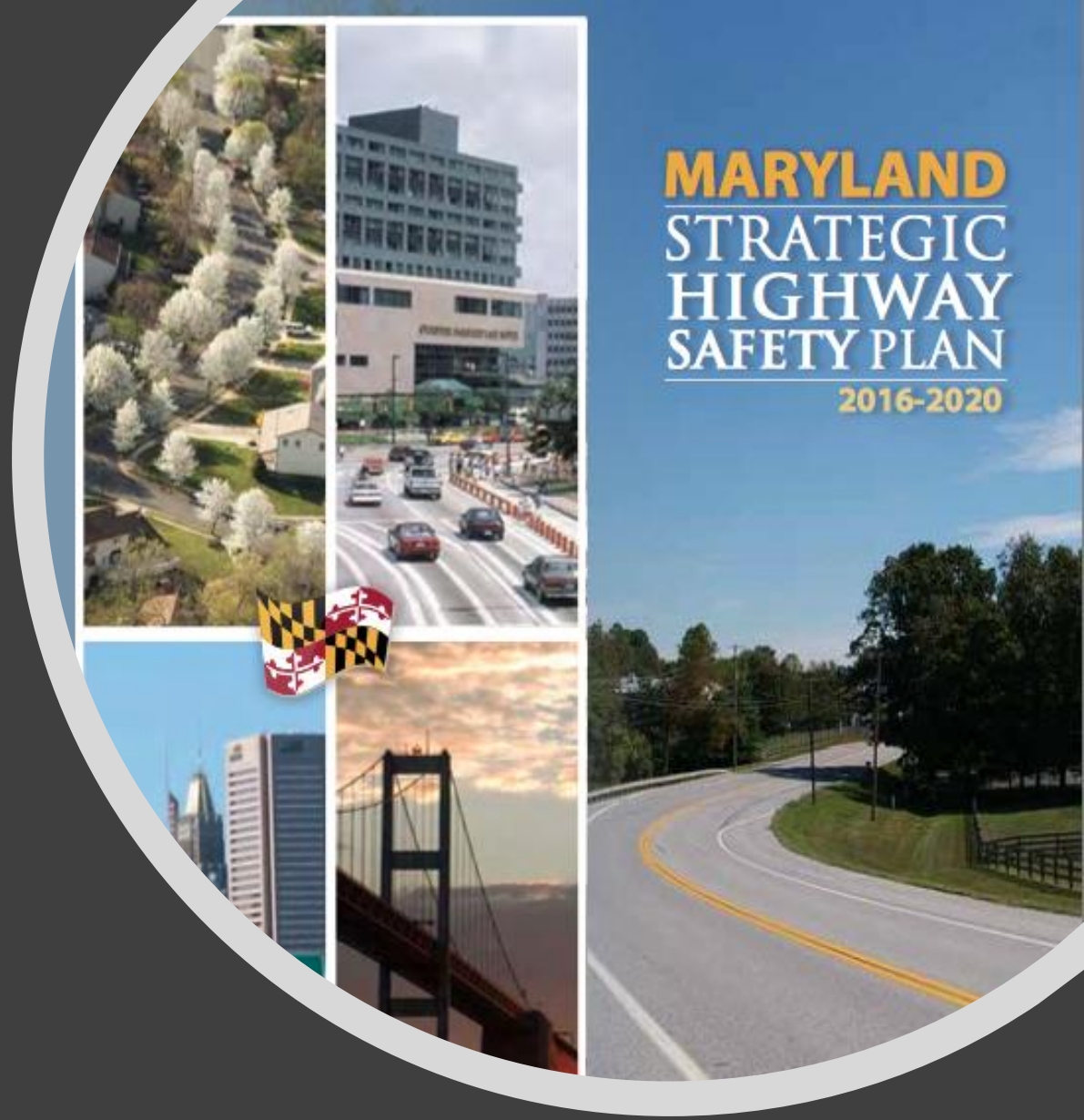
### Item 9



**Goal:** To ensure a safe, secure, and resilient transportation system for all users

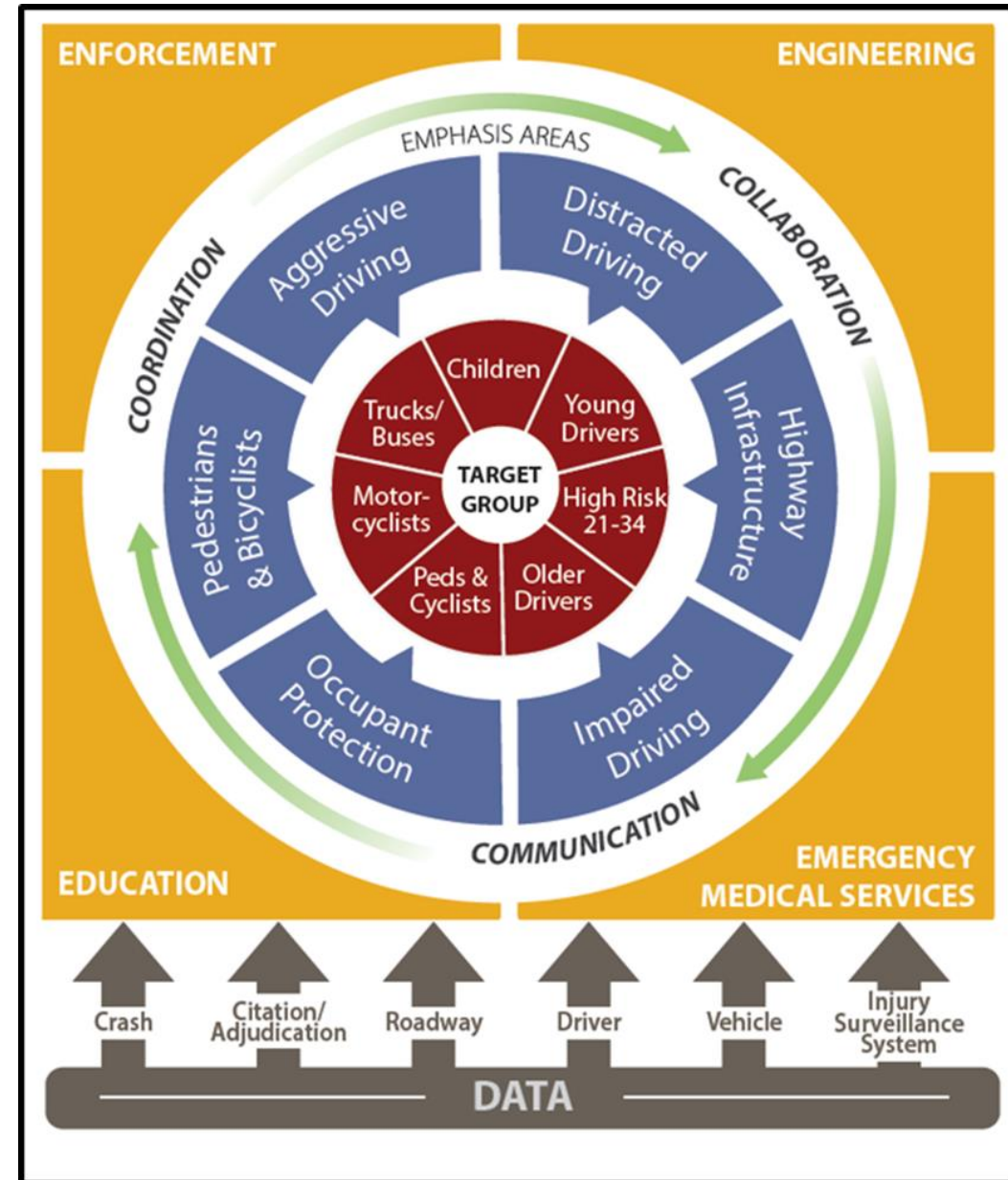
**Objective:** Reduce the number of lives lost and injuries sustained on Maryland roads

**Strategy:** Build partnerships to strengthen state and local efforts to improve safety



**MARYLAND**  
**STRATEGIC**  
**HIGHWAY**  
**SAFETY PLAN**  
2016-2020

# FROM PLAN TO ACTION



# MD MOTOR VEHICLE OCCUPANT FATALITY CONTRIBUTING FACTORS



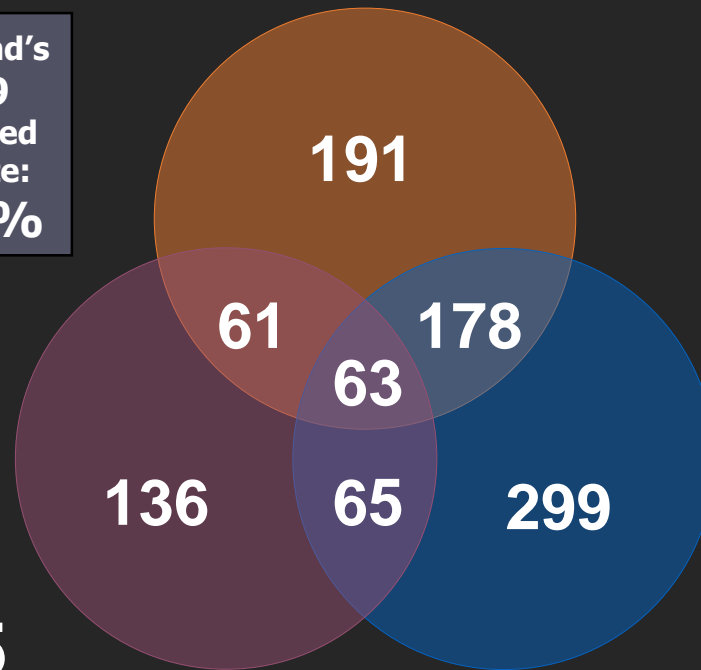
**Unbelted = 493**  
**(32% of all fatalities)**

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%**



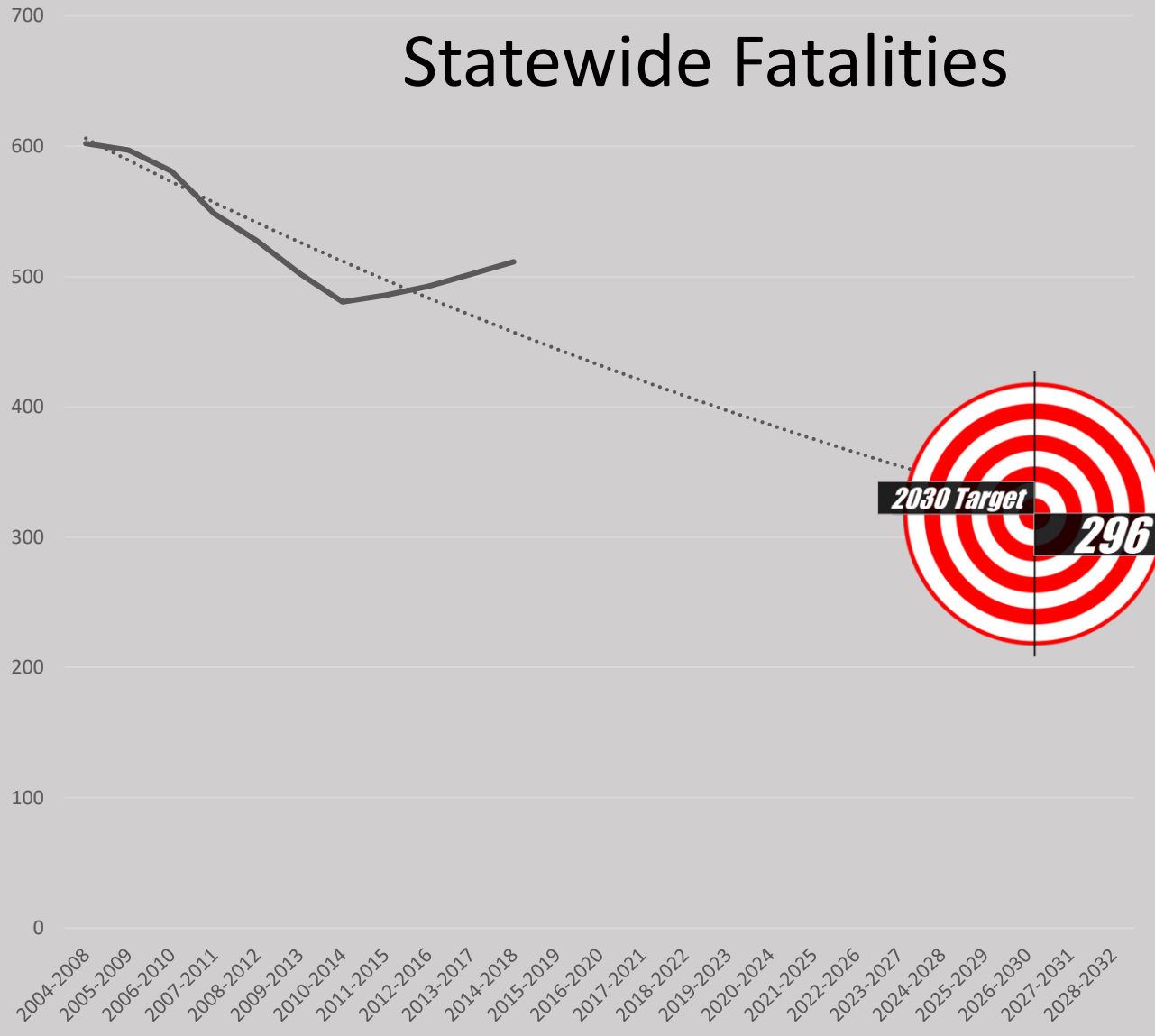
**Speed = 325**  
**(21% of all)**

**Impaired = 605**  
**(39% of all)**

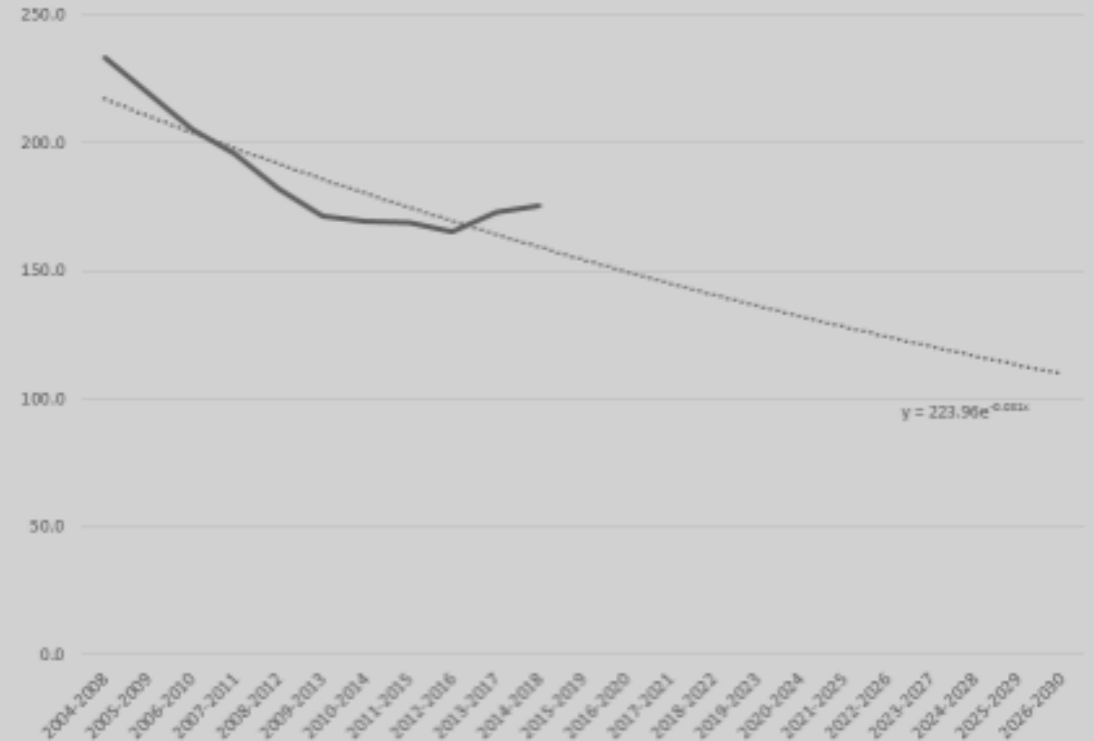


# NATIONAL CAPITAL REGION SUMMARY

## Statewide Fatalities



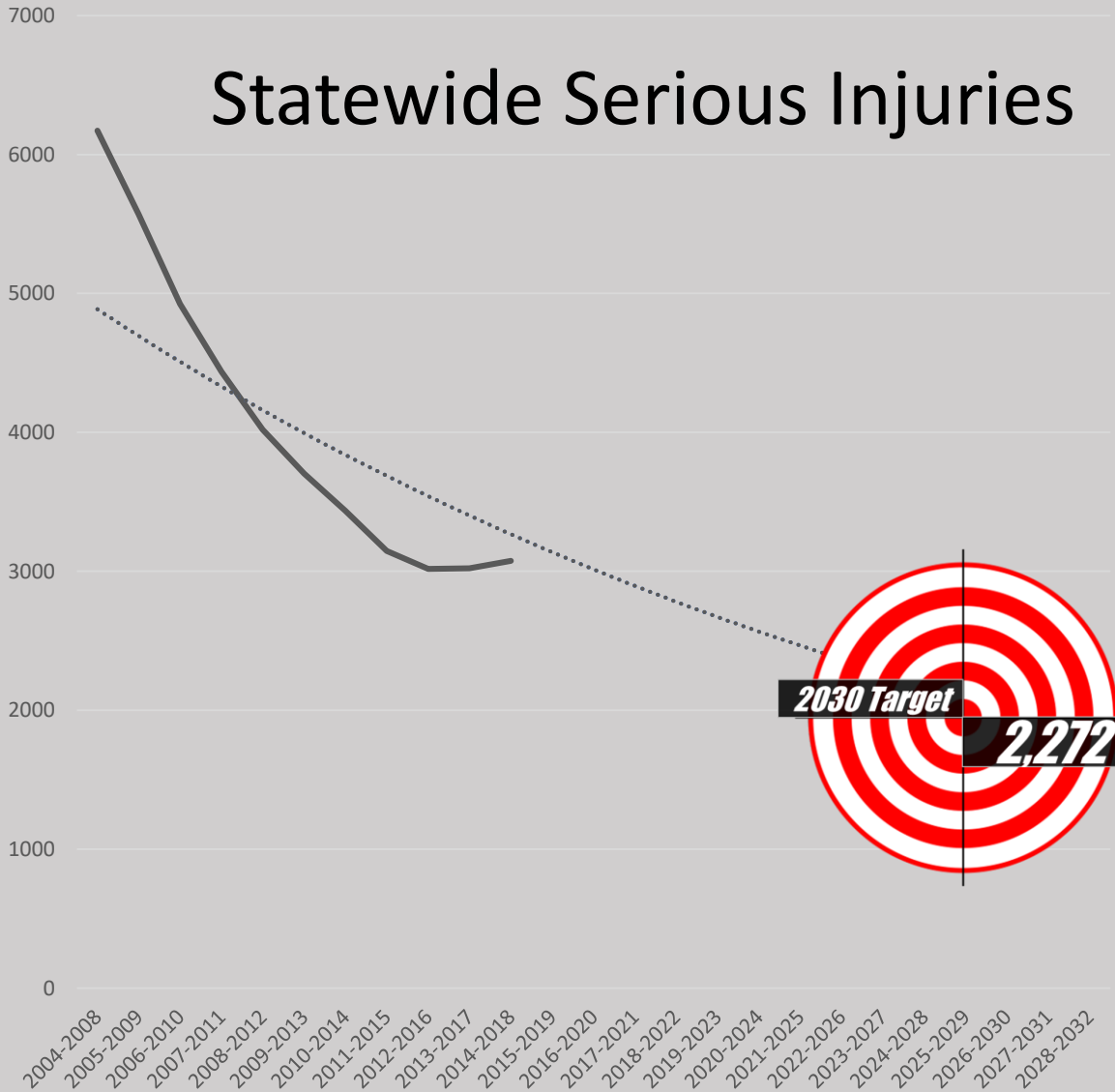
## Regional Fatalities



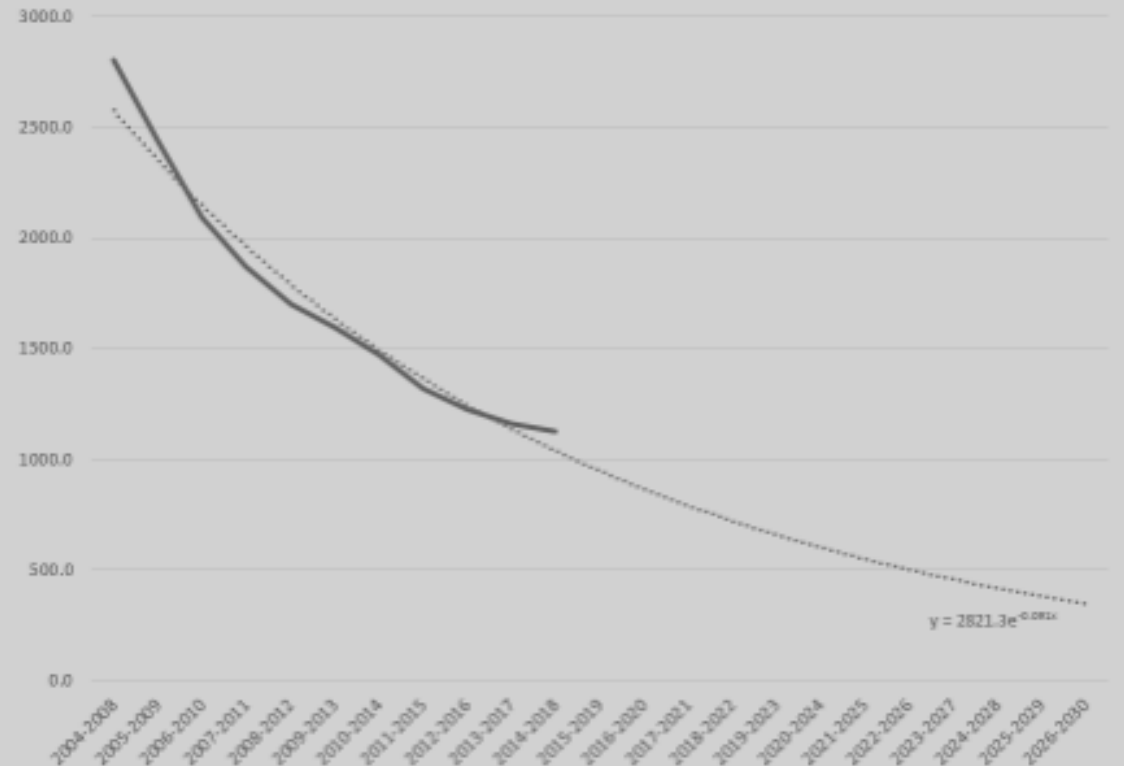
Targets	
2015-2019	154.4
2016-2020	149.7

# NATIONAL CAPITAL REGION SUMMARY

## Statewide Serious Injuries



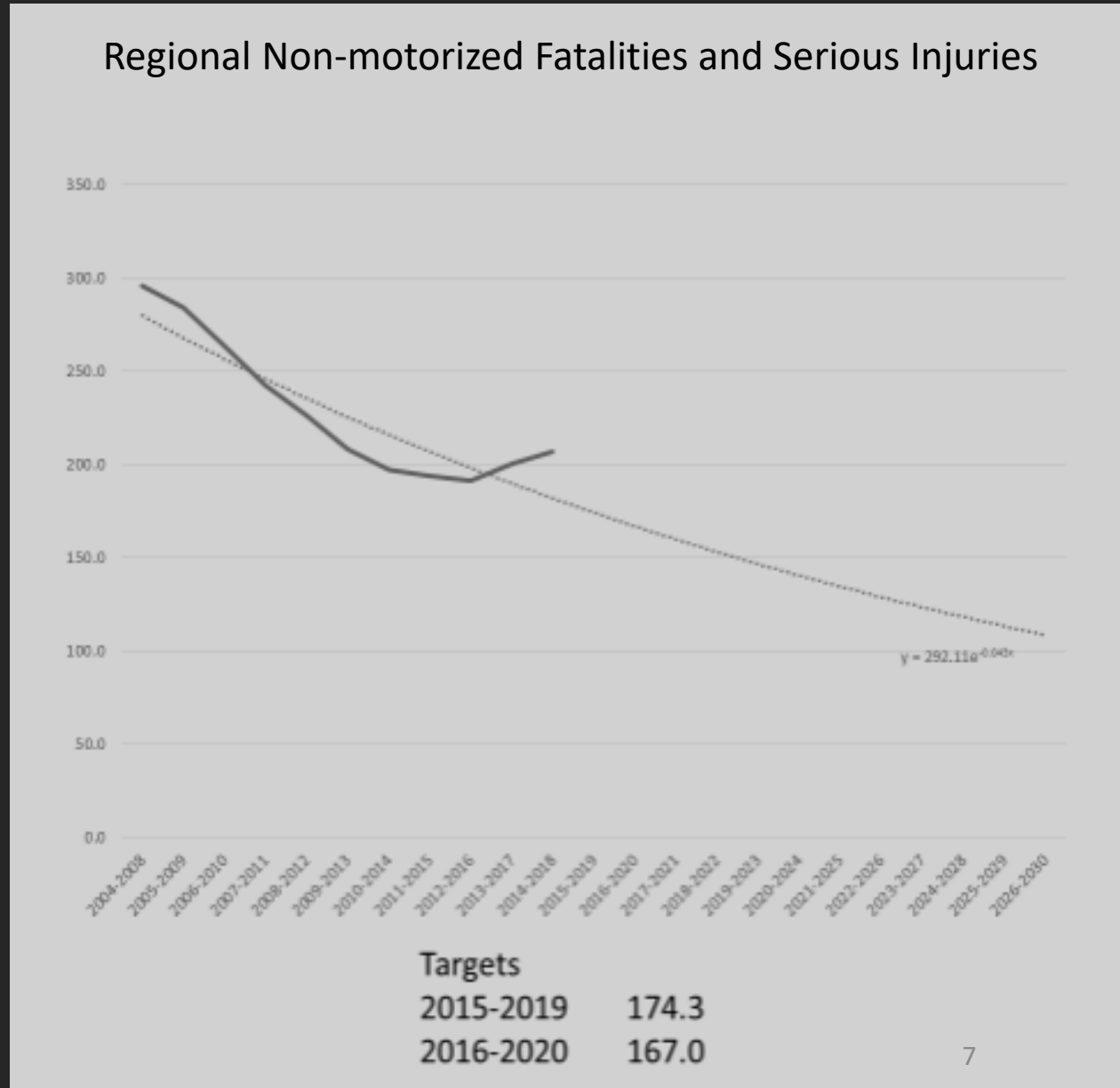
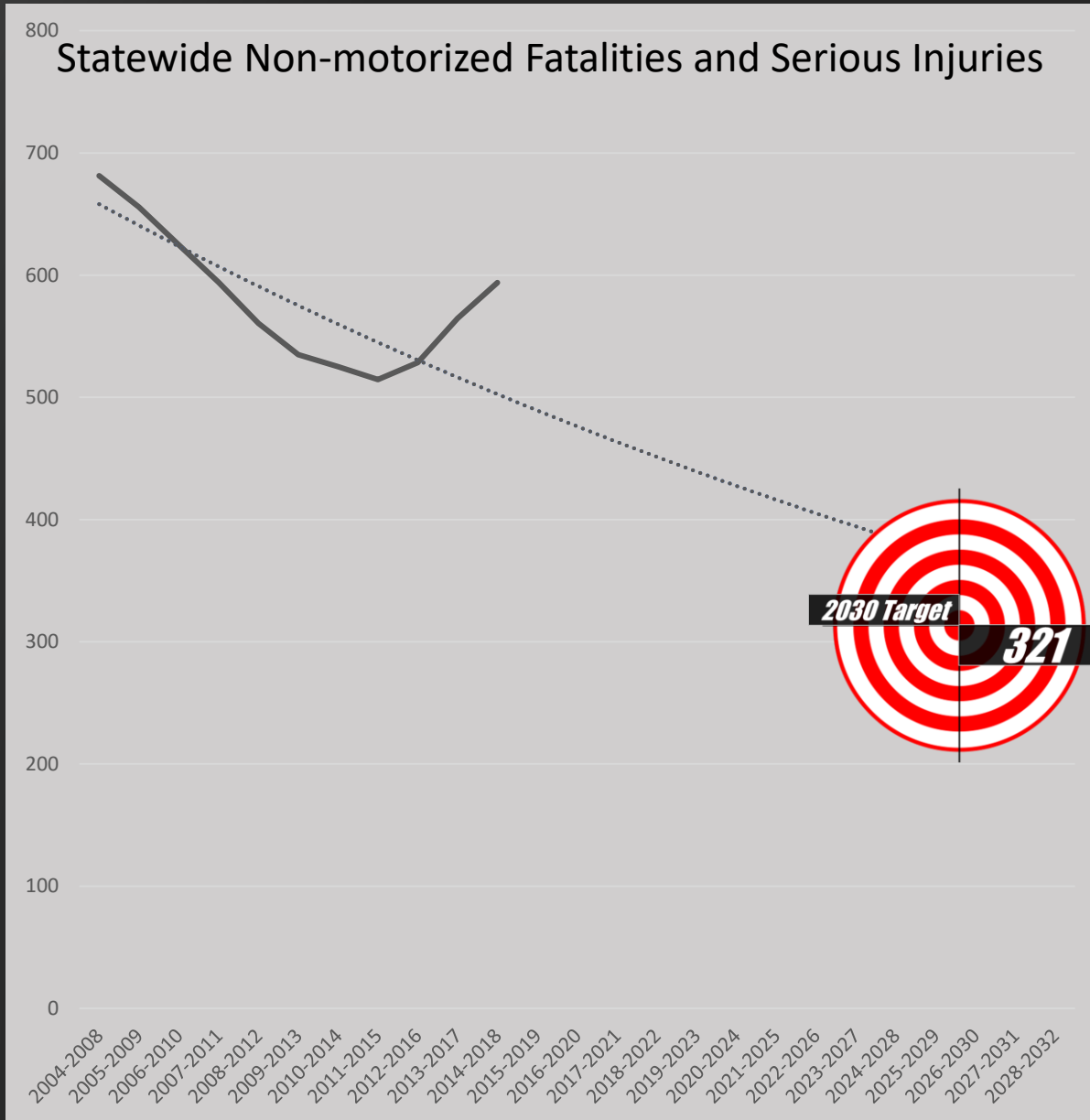
## Regional Serious Injuries



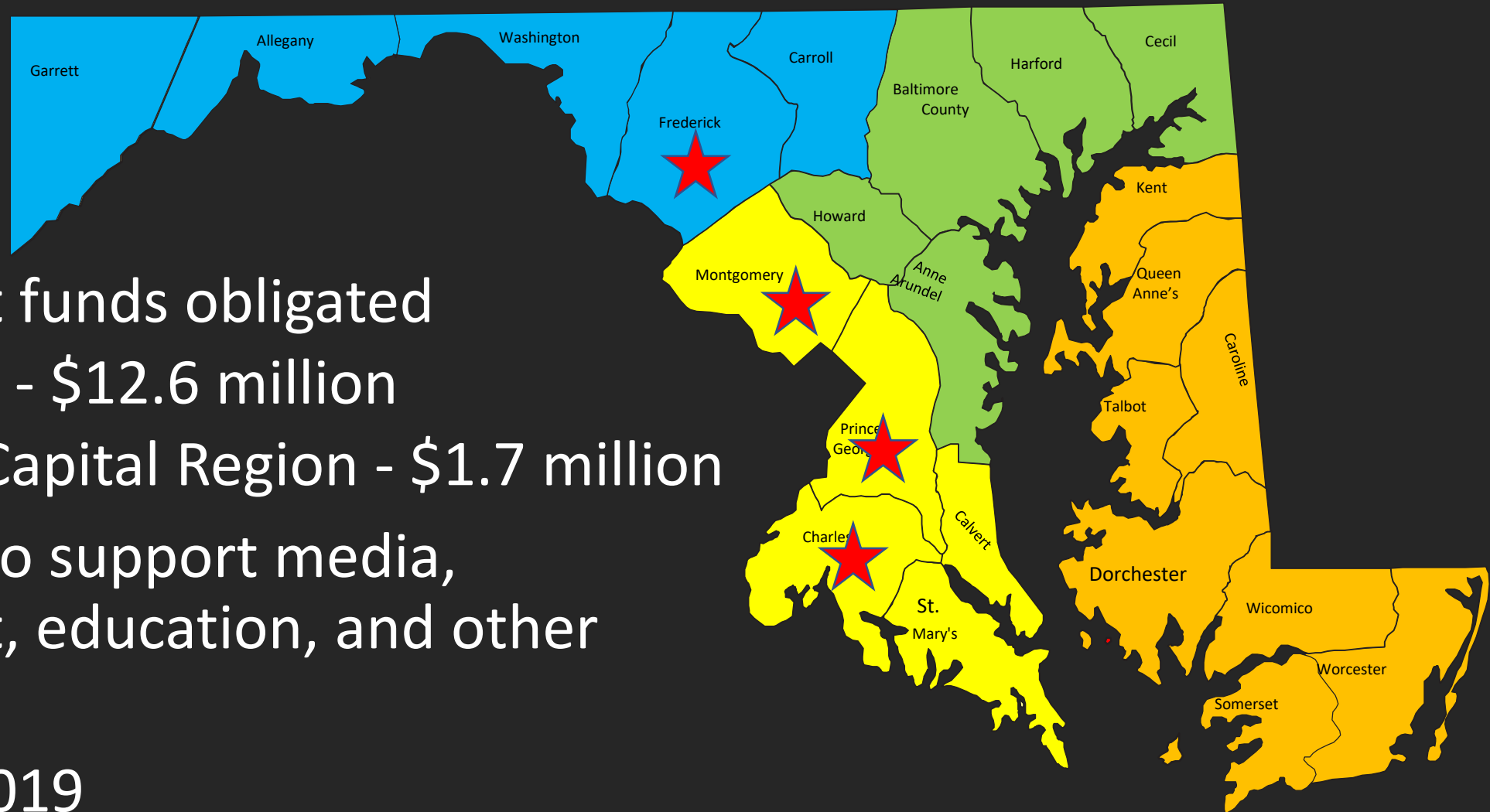
### Targets

2015-2019	946.7
2016-2020	864.3

# NATIONAL CAPITAL REGION SUMMARY



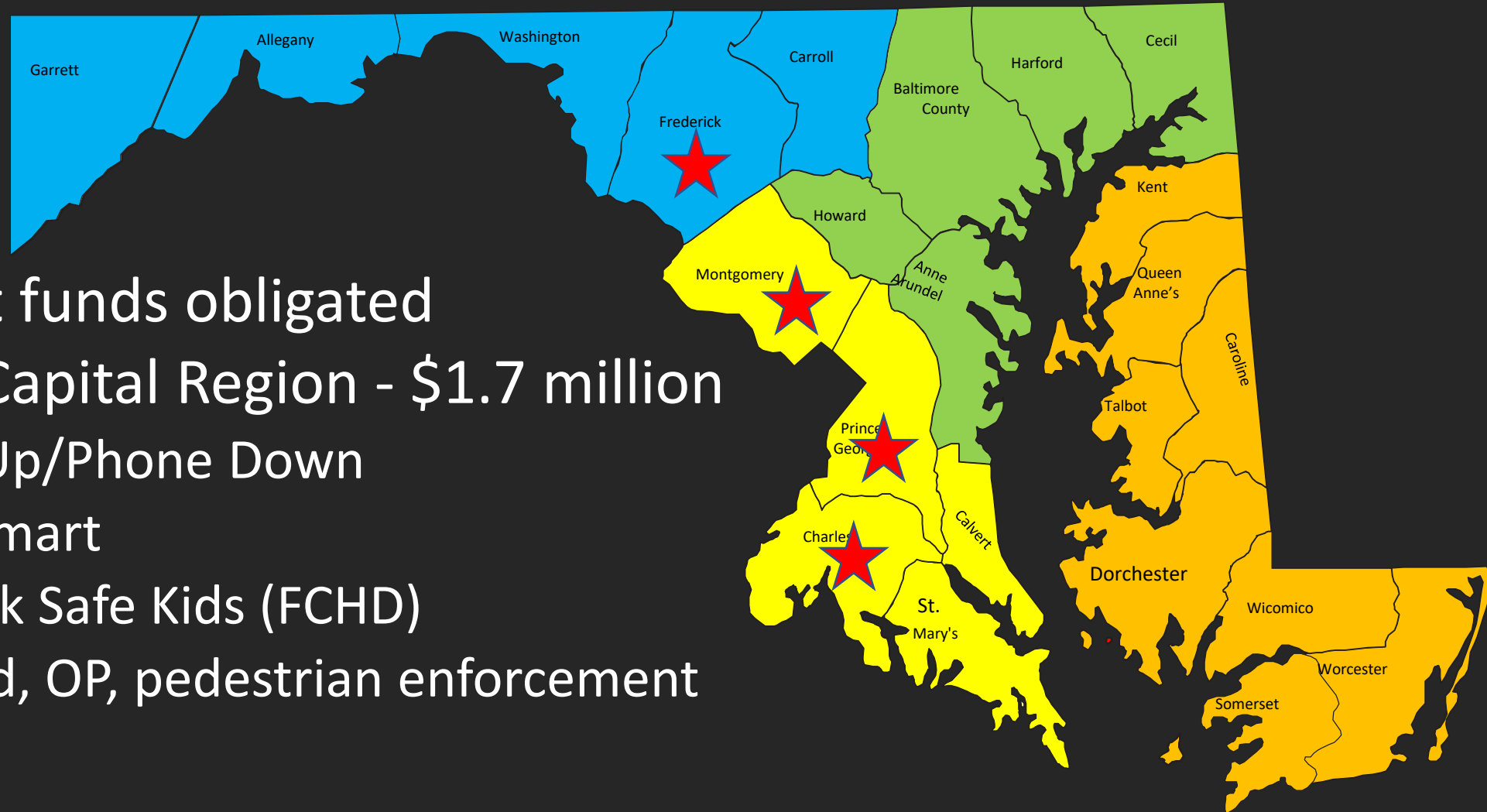
# Regional Partnerships, Resources & Outreach Program



- 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



# Regional Partnerships, Resources & Outreach Program



- Overall grant funds obligated
  - National Capital Region - \$1.7 million
    - Buckle Up/Phone Down
    - Street Smart
    - Frederick Safe Kids (FCHD)
    - Impaired, OP, pedestrian enforcement

# ENGINEERING FOR SAFETY- TOGETHER



**KNOWLEDGE  
SHARING**



**TRAINING AND  
EDUCATION**



**BUILDING  
PARTNERSHIPS**

# KNOWLEDGE SHARING

## Within Maryland

- Regular exchange of ideas with local jurisdictions- Maryland Traffic Engineers Council (MTEC), Maryland Municipal League, Maryland Association of Counties.
- MTEC members include jurisdictions like Montgomery County, City of Laurel etc.
- Participation with Industry Partners – 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

- Participation in Safety Audits
- SHA has conducted 7 PRSA's in Montgomery County and 10 in Prince George's County to date.
- Cross jurisdictional participation
- 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

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