Maryland Strategic Highway Safety Plan

DESTINATION:

SAVING LIVES!

Metropolitan Washington Council of Governments

June 6, 2007

651 Fatalities On Maryland Highways In 2006

2005 Maryland Crash/Crime Clock

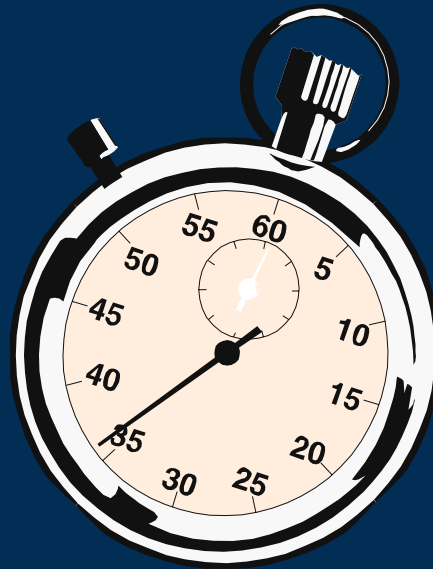**1** *murder every* **16** *hours*

1 *aggravated assault every* **23** *minutes*

1 *violent crime every* **13** *minutes*

1 *property crime every* **2.7** *minutes*

1 *crime every* **2.2** *minutes*

1 *traffic fatality every* **14** *hours*

1 *traffic-related injury every* **9.5** *minutes*
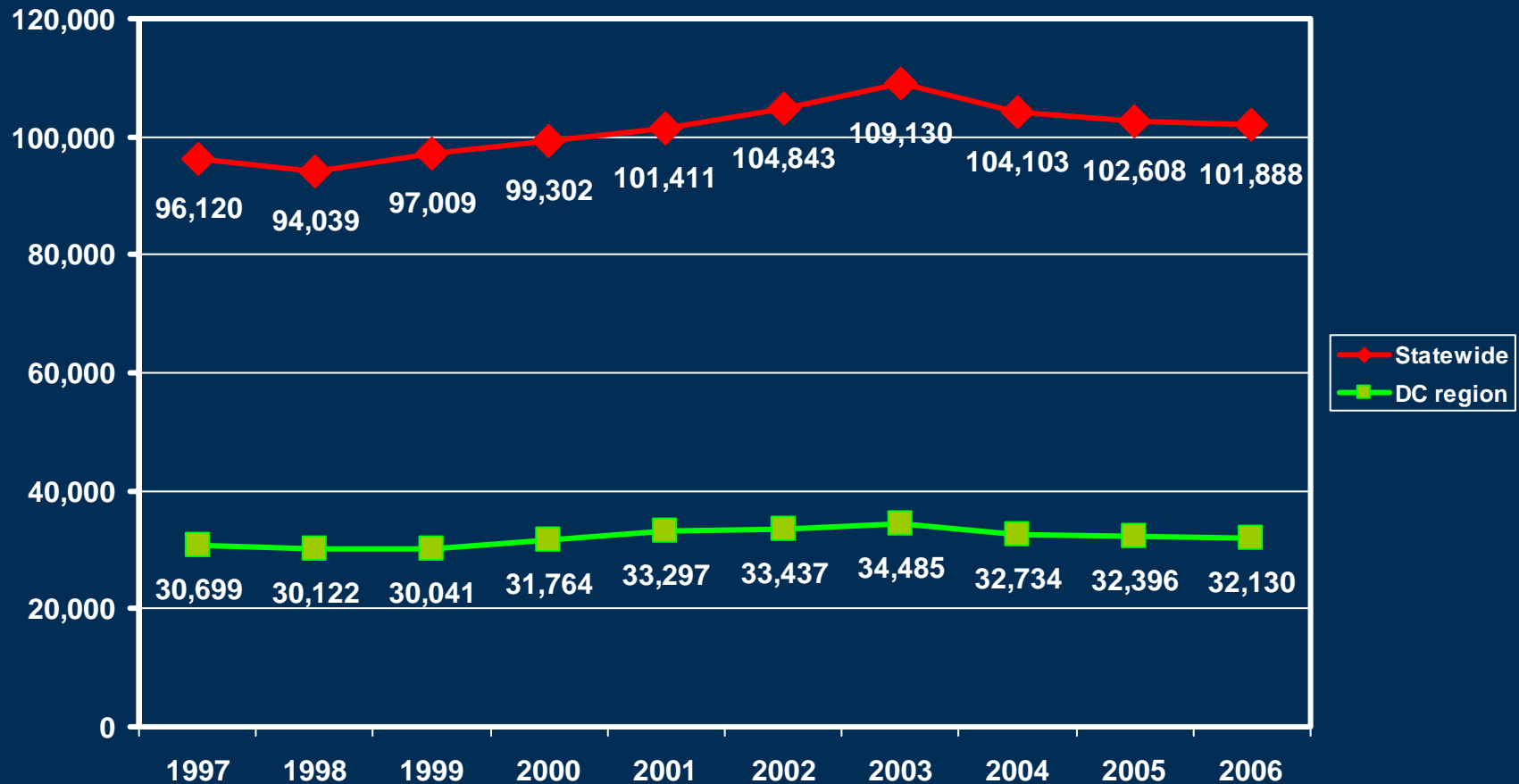
1 *property damage every* **8** *minutes*

1 *crash every* **5** *minutes*

Data Sources: Uniform Crime Reports-MSP CRD; SHA-OOTS-TSAD

Produced by the National Study Center for Trauma from a template designed by NHTSA

Total Crashes 1997-2006 Maryland and D.C. Region

Statewide:
- 1997: 96,120
- 1998: 94,039
- 1999: 97,009
- 2000: 99,302
- 2001: 101,411
- 2002: 104,843
- 2003: 109,130
- 2004: 104,103
- 2005: 102,608
- 2006: 101,888

DC region:
- 1997: 30,699
- 1998: 30,122
- 1999: 30,041
- 2000: 31,764
- 2001: 33,297
- 2002: 33,437
- 2003: 34,485
- 2004: 32,734
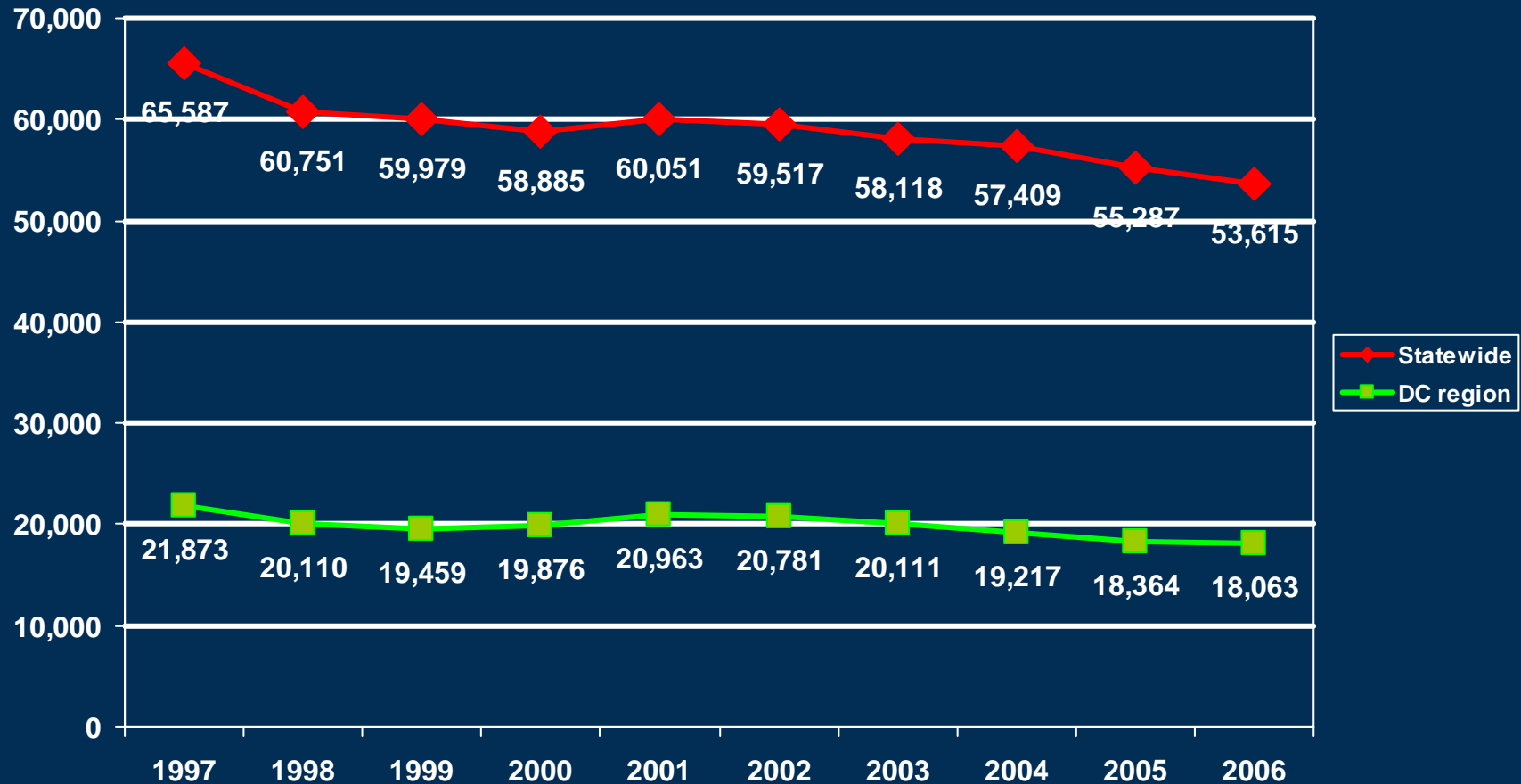- 2005: 32,396
- 2006: 32,130

*DC region includes Prince George's, Montgomery and Frederick Counties

4

Motor Vehicle Fatalities 1997-2006 Statewide and DC Region

DC region includes Prince George's, Montgomery and Frederick Counties

5
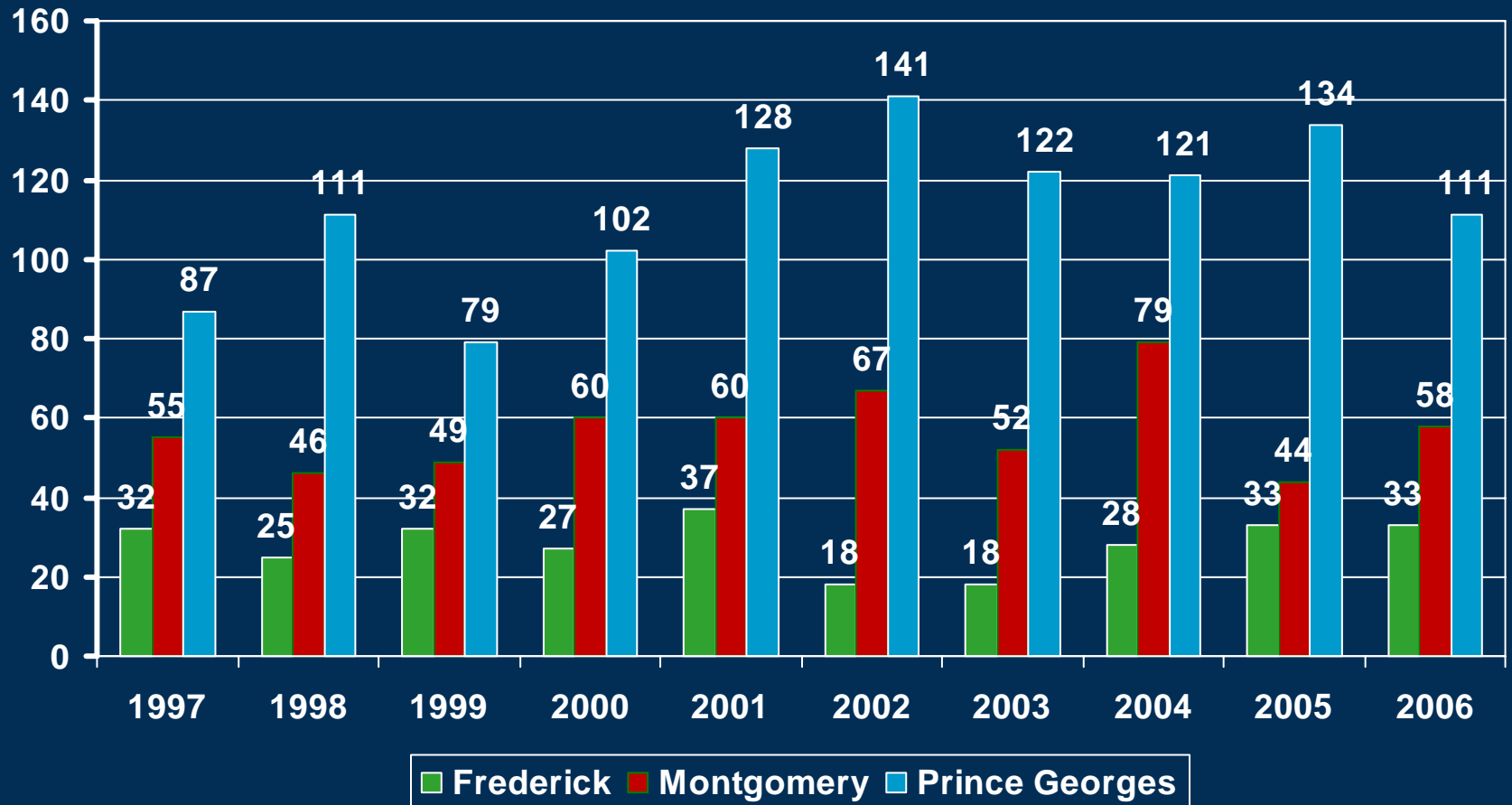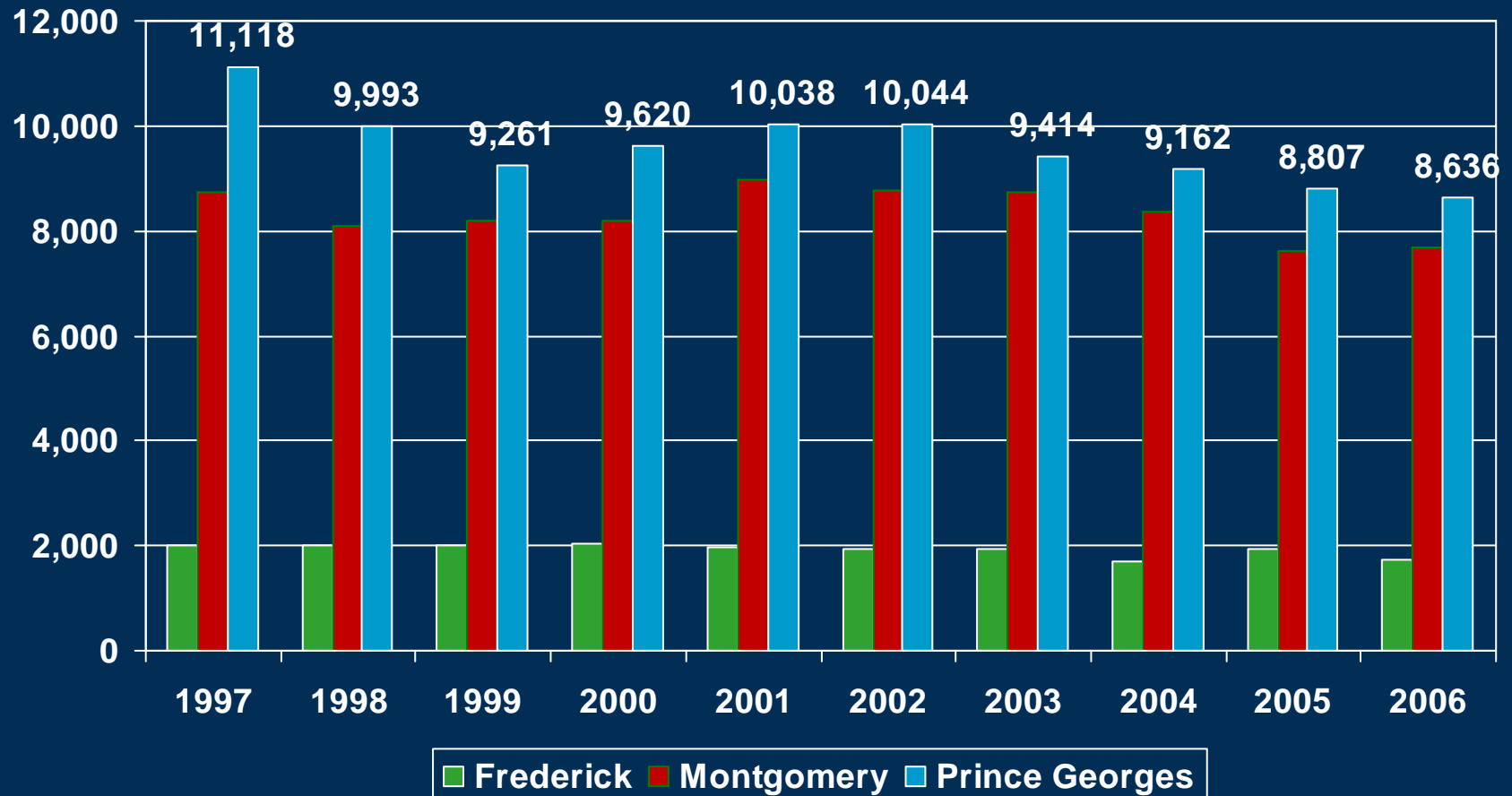
Motor Vehicle Injuries 1997-2006 Statewide and DC Region
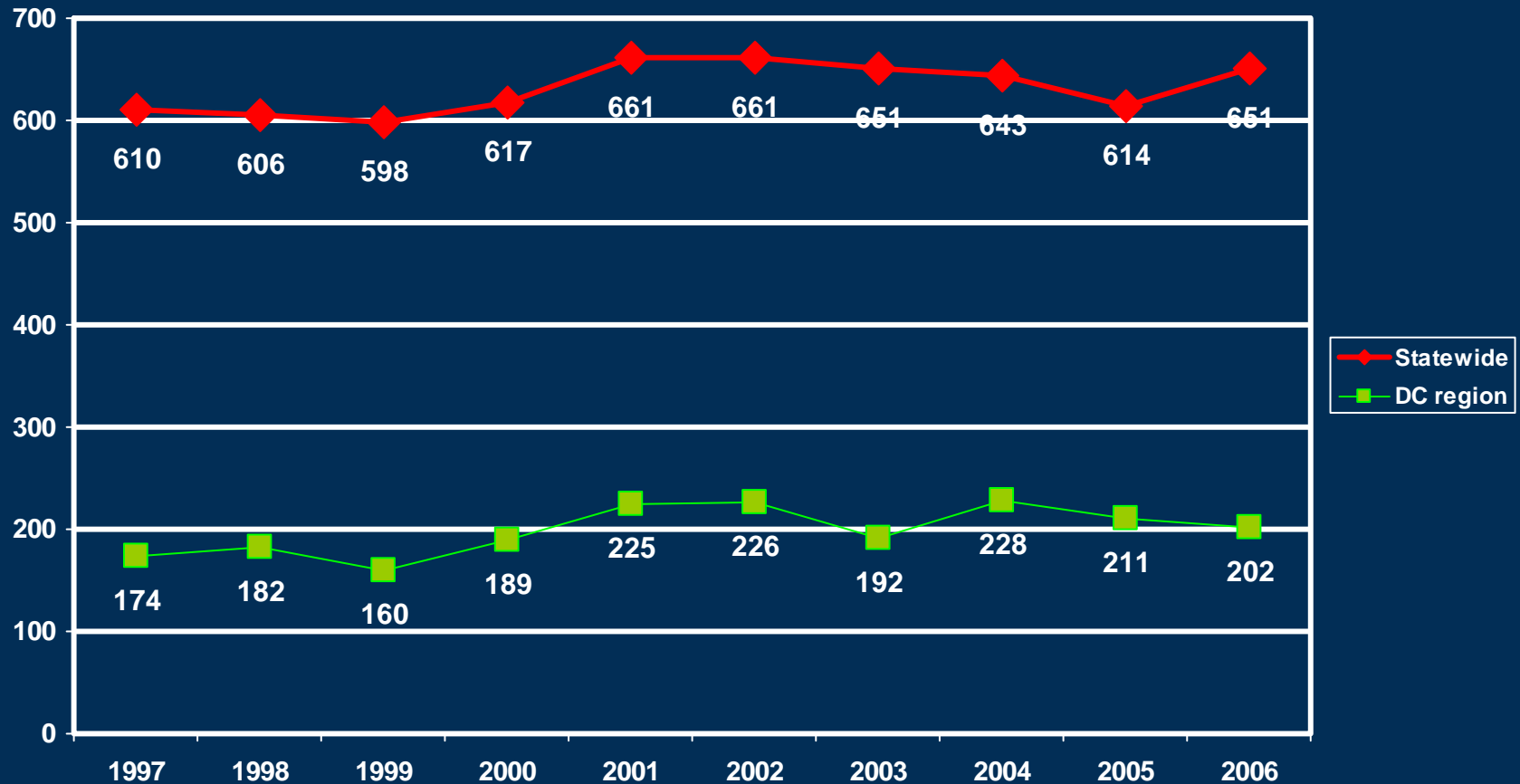
*DC region includes Prince George's, Montgomery and Frederick Counties

Motor Vehicle Fatalities by Jurisdiction 1997-2006

Motor Vehicle Injuries by Jurisdiction 1997-2006
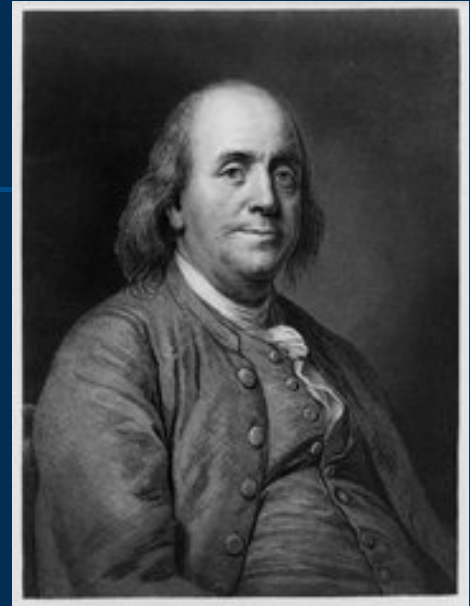
It's Time To Stand Up for Traffic Safety!

We will no longer accept the carnage on our roads as the price for a mobile society!

The Rubber Meets The Road

Destination – Saving Lives

Maryland Strategic Highway Safety Plan

Words of Wisdom

"The definition of insanity is doing the same thing over and over and expecting different results."

Benjamin Franklin

Franklin, an engraving from a painting by Duplessis
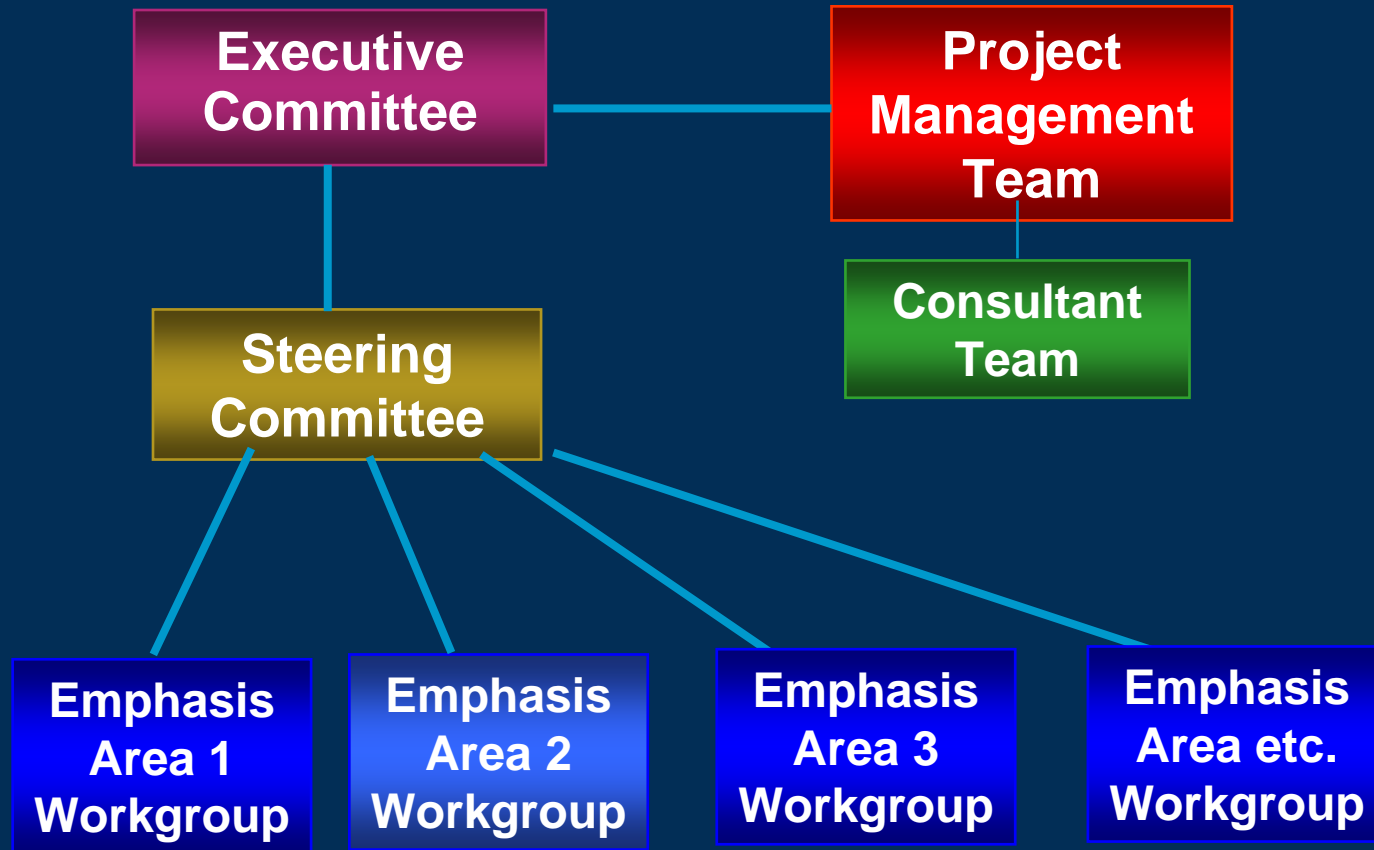
Maryland SHSP Objectives

➢ **To reduce annual motor vehicle fatalities to fewer than 550 by 2010, which would represent slightly more than 10 percent reduction from the 614 in 2005.**

➢ **To reduce annual motor vehicle injuries to fewer than 50,000 in 2010, which would represent nearly a 10 percent reduction from the 55,303 injuries in 2005.**
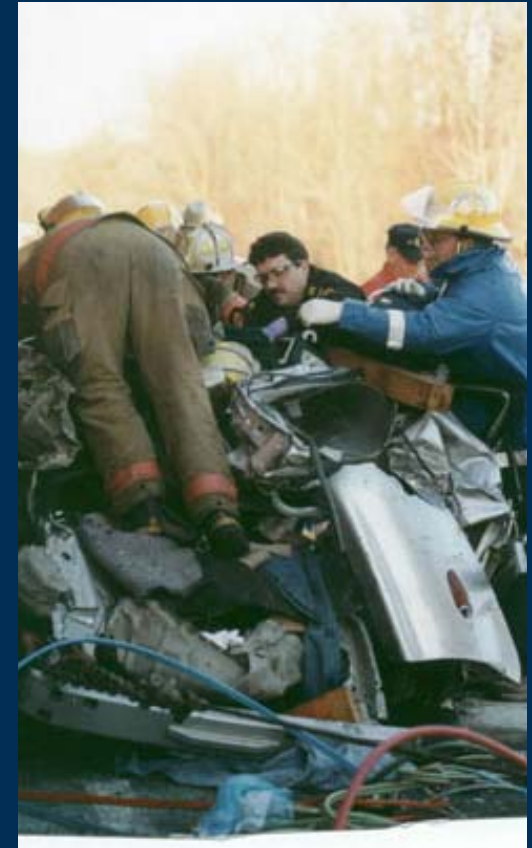
The Maryland SHSP Model

The Maryland Executive Committee

- Baltimore City Transportation Department
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Governor's Office of Homeland Security
- Maryland Association of Counties
- Maryland Department Of Aging
- Maryland Department of Education

- Maryland Department of the Environment
- Maryland Department of Health & Mental Hygiene
- Maryland Department of Juvenile Services
- Maryland Department of Natural Resources
- Maryland Department of Public Safety & Correctional Services
- Maryland Department of State Police
- Maryland Department of Transportation

The Maryland Executive Committee

- Maryland Institute for Emergency Medical Services Systems

- Maryland Insurance Administration

- Maryland Judiciary-District Court

- Maryland Motor Truck Association

- Maryland Motor Vehicle Administration

- Maryland Municipal League

- Maryland State Highway Administration

- Maryland Transportation Authority

- National Highway Traffic Safety Administration

Executive Committee Role

➢ **Lead the development of the SHSP**

➢ **Decide the priority emphasis areas**

➢ **Attend and participate in the Transportation Safety Summit**

➢ **Incorporate elements of the strategic highway safety plan into business plan**

➢ **Champion the cause of highway safety**

SHSP Emphasis Areas

➢ **Reduce Impaired Driving**

➢ **Improve Information and Decision Support Systems**

➢ **Eliminate Hazardous Locations**

- *Keep Vehicles on the Roadway*

- *Improve Safety at Intersections*

- *Create Safer Work Zones*

- *Make Walking and Crossing Streets Safer*

➢ **Increase Occupant Protection**

17

SHSP Emphasis Areas

➢ **Improve Driver Competency**

- *Reduce Distracted Driving*

- *Enhance Safety for Older Drivers*

- *Develop Safe Young Drivers*

- *Improve Motorcycle Safety*

- *Make Truck and Bus Travel Safer*

➢ **Curb Aggressive Driving**

➢ **Improve Emergency Response System**

The 10 "Cs" for SHSP Success

➢ **Commit to improve traffic safety**

➢ **Champion the cause**

➢ **Concentrate on data analysis**

➢ **Create comprehensive solutions**

➢ **Communicate the message**

The 10 "Cs" for SHSP Success

➢ **Coordinate with partners**

➢ **Cooperate with stakeholders**

➢ **Combine resources**

➢ **Create support**

➢ **Compliment the SHSP**

All Roads Lead to a Safer Maryland

➤ **The SHSP addresses _all_ public roads, including those maintained by local jurisdictions.**

➤ **More than 80 percent of all lane miles in Maryland are local roads; 17 percent are state roads.**

➤ **While the number of crashes is the same on both local and state roads, forty-two percent of all injury crashes and twenty-nine percent of all fatal crashes occur on local roads.**

Hazardous Locations

- **SAFETEA-LU requires all states to report on top 5% of hazardous locations (http://safety.fhwa.dot.gov).**

- **In Maryland, hazardous locations only on state roads.**

- **Will be working with local highway agencies to help identify hazardous locations; many of the larger jurisdictions already identify.**

Maryland Data Improvements

- **E-Citation – Legislature passed bill allowing for use of electronic citations and elimination of the signature**

- **Virtual Data Warehouse – allows exchange of information through a virtual "warehouse."**

- **Incident Location Tool – Provides users with GIS information**

- **Mobile reporting**

- **Safety and transportation Knowledge Online – training tool similar to military**

Questions