

REGIONAL SAFETY SUBCOMMITTEE

Thursday, November 10, 2016

Baltimore Metropolitan Council
1500 Whetstone Way, Baltimore

DRAFT NOTES

1. WELCOME AND INTRODUCTIONS

Battalion Chief Jennifer Utz welcomed everyone to the first meeting of the safety subcommittee in 2016. This was followed by a round of introductions.

2. 2016 – 2020 STRATEGIC HIGHWAY SAFETY PLAN

Mr. Tom Gianni, Chief, Maryland Highway Office (MHSO), provided an update on the SHSP and state-of-the-state of fatalities and serious injuries. He reminded the audience that the MHSO is dedicated to saving lives and preventing injuries by reducing motor vehicle crashes through the administration of a comprehensive network of safety programs. The MHSO's safety programs are guided by the Strategic Highway Safety Plan (SHSP) whose overarching goal is halving fatalities in Maryland by 2030 (475 by 2015 and 296 by 2030).

He highlighted recent crash statistics that show an alarming increase in the number of fatalities in 2015 – 521 compared with 443 in 2014. Preliminary 2016 data and projections point to about 514 fatalities. Another troubling trend is the increasing numbers of multiple fatality crashes – in 2016, 26 crashes resulted in 61 fatalities with 20 doubles, 5 triples and 1 sextet. Similarly, in 2015, 28 crashes resulted in 65 fatalities.

The 2016-2020 SHSP was approved by FHWA on March 16, 2016. Its overarching goal is Toward Zero Deaths with specific targets for 2020 – number of fatalities (387), fatality rate (0.69), serious injuries (2,939), and serious injury rate (5.21). In 2017, MHSO will be working with state partners to establish five required performance measures under the HSP by July 1 and HSIP by August 31.

For Mr. Gianni's complete presentation, please see the attached handout.

[Handout: Maryland's SHSP]

3. PLANNING & POLICY FOR CONNECTED/AUTONOMOUS VEHICLES

Ms. Nannette Schieke, Chief, Driver Safety, MDOT/Motor Vehicle Administration, provided a quick overview of the federal automated vehicles policy that was released in September 2016 and the working group that is being put together in Maryland to prepare for this.

The NHTSA policy statement sets out a proactive approach that will bring lifesaving technologies to the roads safely while providing innovators the space they need to develop new solutions. The policy is rooted in DOT's view that automated vehicles hold enormous potential benefits for safety, mobility, and sustainability. The primary focus of the policy is on highly automated vehicles, or those in which the vehicle can take full control of the driving task in at least some circumstances. Portions of the policy also apply to lower levels of automation, including some of the driver-assistance systems already being deployed by automakers today.

Ms. Schieke provided a 1-page summary of the various levels of automation and definitions included under this policy.

[Handout: MDOT summary of Federal Automated Vehicles Policy]

4. TOWARD ZERO BALTIMORE

Ms. Betty Smoot, Baltimore City DOT, described a new initiative to make city streets safer for all users, with a specific emphasis on pedestrians. The goal of the Toward Zero Baltimore program is to reduce and ultimately eliminate all traffic fatalities and serious injuries by implementing the three E's – education, engineering and enforcement.

Ms. Smoot provided an overview of the crash profile in the city that shows an average of 29 fatal crashes per year (over the five-year period between 2010 and 2014) and an average of 31 fatalities and 7,200 injuries. While pedestrian involved crashes only account for slightly over 4 percent of total crashes, they account for 41 percent of fatalities. There were 16 pedestrian fatalities in 2014.

The city has been analyzing crash data to look at where the crashes are happening, who is involved, and when they are happening. Approximately 58 percent of pedestrians involved in crashes are male, 48 percent are under the age of 30 and 71 percent of the fatalities are over the age of 50. Most of these crashes occur in spring and fall, coinciding with time change and weather.

BCDOT's action plan utilizing the 3E Framework includes:

- Improve and increase **education** at all levels, for all users.
- Identify **engineering** treatments needed to improve safety with biggest impact.
- Work with **enforcement** partners to increase compliance with traffic laws and devices.

[Handout: Toward ZERO Baltimore]

Attendance

Betty Smoot – Baltimore City DOT

Mike Sabol - MHSO

Tom Gianni, MHSO

Tony Baysmore, Baltimore County Executive's office

Kevin Saldanha, Prime AE

Chief Jennifer Utz, Baltimore County Fire Department

Nanette Schieke, Motor Vehicle Administration

Breck Jeffers, FHWA

Pam Beer, Cambridge Systematics

Bala Akundi - Baltimore Metropolitan Council (BMC)

Cindy Burch, NSC

John Concannon, SHA

Regina Aris, Baltimore Metropolitan Council (BMC)

Young-Jae Lee, Morgan State University

John Rotz, SHA

Doug Mowbray, MDOT/MHSO

Mike Cassizzi, UBPD

Brantley Parks, University of Baltimore, PD

Tim Kerns, UMD-NSC

Dustin Kuzan, Tindale Oliver

Samantha Biddle, SHA