

A Report to the Maryland General Assembly

Regarding

Transportation -Vision Zero - Establishment  
(House Bill 885, Chapter 377, Acts of 2019)

The Maryland Department of Transportation

MSAR# 12327

March 2020

This report is written in response to language contained in House Bill 885, Chapter 377 of 2019, which requires:

*“On or before December 31 each year, the Department shall submit a report on the status of Vision Zero to the Governor and, in accordance with §2-1246 of the State Government Article, the General Assembly.”*

## **MDOT EFFORTS**

“The Maryland Department of Transportation (MDOT) is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life’s opportunities.” This is MDOT’s mission statement, and MDOT places a significant emphasis on safety in every aspect of what we do. MDOT is forming new initiatives and building on key established efforts to drive towards the Vision Zero goal of zero vehicle-related deaths or serious injuries by 2030:

- The Director of the MDOT Motor Vehicle Administration (MDOT MVA) Maryland Highway Safety Office (MHSO) has been appointed Vision Zero Coordinator by Governor Hogan’s Highway Safety Representative. The Director of the MDOT MVA MHSO is the State’s premier expert on roadway safety, charged with overseeing Maryland’s extensive network of safety programs and with the regular update of the Strategic Highway Safety Plan. This position facilitates the coordination of State highway safety programs with other state departments and agencies, local units of government, and private organizations. Additionally, the Director collaborates with agencies within the U.S. Department of Transportation including the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration, Federal Motor Carrier Safety Administration, and other state safety offices to identify and implement countermeasures to reduce fatalities and serious injuries on Maryland’s roadways.
- The Vision Zero coordinator is also engaged in ongoing dialogue with other states and jurisdictions regarding their respective Vision Zero programs (as well as programs with similar objectives but not modeled after Vision Zero), and MDOT MVA MHSO staff participate in national and regional workshops that address the need to improve education, enforcement, engineering, and emergency management service (EMS) efforts to reduce fatalities and injuries related to motor vehicle crashes. These collaborative exchanges represent opportunities to advance and develop Maryland’s Vision Zero approach.
- The Vision Zero coordinator serves as a member of the Statewide Emergency Services Advisory Committee and works closely with local Metropolitan Planning Organizations (i.e. Washington Council of Governments and Baltimore Metropolitan Council) to coordinate highway safety efforts in those regions. In all of these capacities, the MDOT MVA MHSO will be exploring ways to develop programs and campaigns that will highlight the importance of traffic safety to the driving population and general public.
- MDOT MVA and its MHSO recently supported the launch of Vision Zero in Prince George’s County and are currently working with several jurisdictions including, Anne Arundel

County, Baltimore County, Carroll County and Howard County, all of whom are currently developing highway safety plans that address their specific needs at a local level.

- The MDOT MVA MHSO has established a website dedicated to information related to Vision Zero and all of the State's highway safety information, resources, and initiatives: [zerodeathsmd.com](http://zerodeathsmd.com).
- MDOT MVA MHSO publishes crash data based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (CRD). The data is posted on the MDOT MVA website: <http://www.mva.maryland.gov/safety/mhso/benchmark-reports.htm>. MDOT MVA MHSO will continue to look for ways to increase the public availability and innovative use of crash data and related statistics. These benchmarks provide basic information such as the day, time, driver and pedestrian demographics, and other characteristics of motor vehicle crashes in the State. These data are used to target enforcement and education efforts across each of the emphasis areas outlined in the Strategic Highway Safety Plan.
- The Maryland State Police (MSP) maintain the State's crash report data. MSP posts sanitized data quarterly on Maryland's Open Portal website: <https://opendata.maryland.gov/>.
- MDOT MVA MHSO, MDTA and MDOT SHA closely collaborate on all safety-related objectives. MDOT MHSO and MDOT SHA are using police crash report data to identify corridors where traffic crashes are closely aligned with needed infrastructure improvements and concerns with driver behavior. Through this data-driven approach, engineering, enforcement, and education efforts are being prioritized to these locations, and community groups are engaged to make these efforts as effective as possible.
- In the summer of 2019, MDOT SHA released their draft Context Driven Access and Mobility for All Users guidance document. Previous approaches to roadway design resulted in a one-size-fits-all approach that did not meet the needs of the diverse set of users common to such areas, including pedestrians, bicyclists, and transit riders. To address these issues, MDOT SHA developed a proactive approach that balances access needs created by the surrounding land-use and mobility needs. Safety, land use, environmental issues, culture, and community livability will all be considered as critical factors in the planning, design, construction, and operation of transportation infrastructure. These tools help MDOT SHA to identify issues and develop solutions tailored to unique contexts to reduce fatalities and injuries on Maryland's roadways. The launch of this guide represents an ongoing effort which seamlessly supports the Vision Zero approach.

These efforts are all undergirded by the Maryland Strategic Highway Safety Plan (SHSP). Led by an Executive Committee consisting of leadership from multiple state agencies (MDOT MVA, MDOT SHA, MDTA, MSP, Maryland Department of Health, and Maryland Institute for Emergency Medical Services Systems) the SHSP has reflected the Towards Zero Death (TZD) approach – a data-driven effort to bring together key safety partners to use proven countermeasures to reduce motor vehicle-related fatalities and serious injuries by one-half by 2030, with an ultimate goal of zero. The Executive Committee meets semi-annually to review progress on the Plan's action steps, to receive updates from Emphasis Area Teams, and to provide guidance on future activities. The fatality and serious injury goals and their interim

targets which are currently set in the SHSP are aligned with those reported to NHTSA through the Highway Safety Plan (HSP) and to the Federal Highway Administration through the Highway Safety Improvement Plan (HSIP). These plans outline the projects and programs that Maryland will utilize to improve highway safety. The Federal Highway Administration requires the reporting of the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the total number of non-motorized fatalities and serious injuries. These metrics serve as performance measures and are used to track the State's progress with regard to its highway safety efforts. The federal funding agencies have indicated that targets included in these plans should be based on analysis of existing data to allow for a realistic evaluation of the State's safety programs.

The next implementation of the SHSP is currently underway. The five-year plan will begin January 1, 2021 and go through December 31, 2025. The SHSP, developed through collaboration with all of Maryland's highway safety partners, will reflect the mandated fatality goal, and Maryland's commitment to zero fatalities and serious injuries. However, the interim targets will continue to be based on recent trends and will help to focus highway safety resources on existing and emerging infrastructural and behavioral priorities to eliminate roadway deaths and serious injuries. Maryland's Highway Safety Plan will continue to outline the State's highway safety programs and spending and is posted on the MDOT MVA website: <http://www.mva.maryland.gov/safety/mhso/index.htm>.