



Engaging Partners: Maryland State Highway Administration

2014 Highway Safety Summit
“Connecting the Dots to Save Lives Together”



Introduction

- » Dave Coyne
SHA District Engineer for
District 7 (Frederick, Carroll
and Howard Counties)
Co-Chair, SHA Safety KPA
(Key Performance Area)



District's Role

- ▶ Focus on System Preservation
 - Construction
 - Maintenance
 - Traffic Operations
 - Minor Geometric Design



Photo Courtesy of Frederick News-Post

A Well-Maintained System

- ▶ Good Surface Friction
- ▶ Proper Drainage
- ▶ Well-maintained regulatory, warning and guide signs
- ▶ Working highway lighting systems
- ▶ A well-maintained system = improved highway safety



Photo Courtesy of Baltimore Sun

Safety Improvements



- ▶ Installation of rumble strips and median barriers
- ▶ Upgrading signs, signals, markings and lighting
- ▶ Minor geometric improvements
- ▶ Highway and bridge widening, resurfacing, rehabilitation and reconstruction
- ▶ Enhanced bicycle and pedestrian accommodations



Safety Improvements



- ▶ Data from police-reported collisions is used to identify locations and make programmatic decisions
- ▶ Data comes from:
 - Maryland Automated Accident Reporting System (MAARS)
 - Automated Crash Reporting System (ACRS)



Developing Effective Partnerships

»» Some examples of *CONNECTING THE DOTS TO SAVE LIVES TOGETHER*

Traffic Safety Committees



- ▶ Quarterly meetings
- ▶ Chaired by District Traffic Office
- ▶ Attended by
 - State and Local Police
 - EMS
 - Public Schools
 - Local Engineers
 - Maryland Highway Safety Office
 - SHA Staff
- ▶ Facilitates proactive response to crash patterns
- ▶ Collaborative approach to complex highway safety issues



Photo Courtesy of The Gazette

County Coordination Meetings



- ▶ Held every 6 to 8 weeks, or as needed
- ▶ Chaired by District Engineer
- ▶ Attended by
 - Local Engineers (DPW)
 - Local Planners
 - SHA staff
- ▶ Helps leverage collective resources (expertise and fiscal resources)
- ▶ Builds relationships to break down barriers and work toward a common goal of traffic safety
- ▶ Work with locals to develop strategic highway safety plans for their jurisdictions

Community Meetings



- ▶ Multiagency meetings with citizens, elected officials and other agencies
- ▶ Held to discuss specific safety concerns
- ▶ Allows a complete discussion of potential solutions from an enforcement, education and engineering perspective
- ▶ Education and exchange: Helps to gain a better understanding of the local residents' perspective and dispel their misconceptions

Programs and Joint Initiatives

»» Sharing resources for safety

Coordinated Highways Action Response Team (CHART)

- ▶ Joint effort of MDOT, MTA and MSP
- ▶ Traffic management system based at Statewide Operations Center (SOC)
- ▶ Emergency traffic patrols and response units
- ▶ Mission is to improve "real-time" highway system operations through teamwork and technology



Safe Routes to School



- ▶ Federally-funded program administered by SHA
- ▶ Funds projects and activities to make it safer for students to walk and bike to school
- ▶ Local governments, school districts, transit agencies, etc. are eligible
- ▶ Accepting applications through Friday, Feb. 28: Contact Jessica Silwick, jsilwick@sha.state.md.us



Pedestrian Safety



- ▶ Coordination with local partners on pedestrian safety initiatives across the state
 - ▶ Pedestrian Roadway Safety Audit Program
 - ▶ Common methodology for targeting high pedestrian crash locations



Pedestrian Safety



- ▶ Grant programs for sidewalks and trails:
 - ▶ Transportation Alternatives Program
 - ▶ Recreational Trails Program
 - ▶ Maryland Bikeways Program



Pedestrian Safety



- ▶ Mapping: SHA has been working to identify and map pedestrian and bicycle facilities on the Eastern Shore, Montgomery and Prince George's Counties
- ▶ Resources for local pedestrian safety campaigns



Intersection Safety Implementation Plan



- ▶ Launched this year to evaluate best locations for effective, low-cost safety treatments
- ▶ Identifies locations statewide on both State and local roadways
- ▶ Addressing 3–6% of the higher crash intersections can impact 25–45% of the statewide problem
- ▶ Systematic approach can reduce statewide fatalities



CONNECTING THE DOTS
TO SAVE LIVES TOGETHER

