



# SAFE SYSTEM APPROACH (SSA) PROJECT

Advancing SSA Locally

December 15, 2022– Regional Safety Subcommittee



# Severe Crashes in the Region

- Roadway deaths are generally flat
- Use the Safe System Approach (SSA) to achieve reductions

<b>Total Fatalities</b>						
	2016	2017	2018	2019	2020	2021
Anne Arundel	44	44	55	42	49	39
Baltimore City	53	44	34	49	68	48
Baltimore County	53	73	85	60	63	78
Carroll	21	25	11	14	16	7
Harford	25	21	12	17	17	18
Howard	24	17	20	23	29	33
Queen Anne's	8	14	5	3	6	4
<b>Whole Region</b>	<b>228</b>	<b>238</b>	<b>222</b>	<b>208</b>	<b>248</b>	<b>227</b>
<b>Maryland</b>	<b>522</b>	<b>558</b>	<b>512</b>	<b>535</b>	<b>573</b>	<b>562</b>

<b>Ped/Bike Fatalities</b>						
	2016	2017	2018	2019	2020	2021
Anne Arundel	8	7	20	12	14	5
Baltimore City	19	21	10	21	20	21
Baltimore County	21	18	28	22	21	26
Carroll	6	4	1	6	3	0
Harford	5	4	3	2	2	6
Howard	9	2	6	2	7	12
Queen Anne's	1	0	0	0	2	1
<b>Whole Region</b>	<b>69</b>	<b>56</b>	<b>68</b>	<b>65</b>	<b>69</b>	<b>71</b>
<b>Maryland</b>	<b>123</b>	<b>122</b>	<b>136</b>	<b>134</b>	<b>147</b>	<b>133</b>

# Safe System Approach Project

- What does the SSA look like at a local transportation agency
- What are the existing practices/examples to build upon
- What are the biggest challenges to address
- Align safety plans and programs with funding requirements



# Scope of Work



## Task 1 – Project Management

- Work Plan and Schedule
- Steering Committee Meetings
- Organize Local SHSP Meetings
- Project Team Calls



## Task 2 – Identification of Best Practices







- National and Local Best Practice Examples
- Three Local SHSP meetings
- Case Studies



## Task 3 – Guidelines Development

- Explain SSA
- Action Plan for SSA Integration at Local Level
- Scenarios for SSA Integration
- Key Project Findings

# Schedule

TASK	2022				2023					
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>Task 1: Project Management</b>										
BMC Kickoff Meeting										
Steering Committee Kickoff/Summary										
Organize Local SHSP Meetings										
Bi-Monthly Calls/Summaries										
Invoices and Progress Reports										
<b>Task 2: ID Best Practices</b>										
SSA Best Practices										
SSA Case Studies										
Meet with 5 Local SHSP Teams/Summaries										
Steering Committee Meeting/Summary										
<b>Task 3: Guidelines Development</b>										
Draft Guidelines										
Draft PowerPoint										
Steering Committee Meeting/Summary										
Final Guidelines										
Final PowerPoint										
Steering Committee Presentation										
 =Final Work Plan/Schedule  =Steering Committee Meeting  =Local SHSP Meeting  =Presentation										

# Steering Committee Members & Meetings

- BMC
- MDOT
- FHWA
- City of Baltimore
- Baltimore County
- Anne Arundel County
- Howard County
- Carroll County
- Queen Anne's County
- Meeting #1: Purpose and Project Expectations (October)
- Meeting #2: Results from Local Workshops (February)
- Meeting #3: Feedback on Draft Guide (May)

# Workshops

- Baltimore County: November 14
- Carroll County: December 6
- City of Baltimore: TBD January





# Workshop Agenda

Time	Item	Description
5 minutes	Welcome and Introductions	Welcome by BMC and Carroll County and Participant Introductions
5 minutes	Workshop Purpose	Overview of key objectives and anticipated outcomes
5 minutes	Introduction to a Safe System	Background on SSA
5 minutes	Survey Results	Overview of successful safety practices and challenges identified in pre-workshop survey
5 minutes	Safe System Benchmarks	Overview of Benchmarking Matrix (Handout)
2.5 hours	Safe System Approach in Carroll County	<ol style="list-style-type: none"><li>1. Review Benchmark Rankings</li><li>2. Identify Priority Areas</li><li>3. Discuss Actions to Advance</li></ol>
5 minutes	Wrap Up and Next Steps	Summary of Workshop



# Safe System Benchmarks

- Identified Criteria to Achieve a Safe System for 5 Elements, Culture, and Local SHSPs

## Safe Roads Benchmarks Example

CIP projects prioritize safety; CIP project prioritize vulnerable road users

Complete street or other safety-related design policies are available and followed

Engineering improvements separate all road users

Engineering improvements increase attentiveness and awareness

Maintenance policies that integrate safety are in place and followed

Planner, engineers, and designers collaborate on safety improvement projects

Crash and other data are available to identify locations for safety improvements

FHWA proven countermeasures are being implemented


















Equity is considered in analysis

# Benchmark Example

SSA Benchmark	SSA Benchmarks	Not a Current Practice	Occasional Practice	Institutionalized Practice	Priority Topic	Actions
Ability to co lower speed	CIP projects prioritize transportation safety			X		
Appropriate limits based	Complete Streets or other safety design policies are available and followed		X		●	
Speed limits	Separating users in space and/or time	X			● ●	
There is one speed	Increase attentiveness and awareness <small>of speeds</small>		X		● ● ●	joint callb btwn eng / enf on speed ed / awaren calling attention to safety using "active bot" ideas (black vs. white boxes, beyond speed limits / landmarks, manual here); talk to advocacy groups; safety right out
Roadway de is prioritized	Maintenance policies that integrate safety considerations are in place (and followed) <small>not consistent</small>		●	X	●	
udies are nprovement	CIP projects prioritize vulnerable road users			X		
	Planners, engineers, and designers collaborate on safety improvement projects			X	●	
	Crash data are being collected and used to identify existing crash concerns, locations, and safety improvements			X	● ● ● ● ●	
	A geospatial identification of crash or risk locations is developed	X	X		● ● ● ●	ACRS GPS v. BCPD location
	Crash data are being collected and used to identify potential crash locations, risks, and safety improvements			X	● ● ● ●	yes but institutionalize Lack of roadway asset info (use SMART grant for volume data) <small>Pre road re-paving</small>
	Crash data are augmented with other data sets to identify safety needs (e.g. speed studies, traffic violation data)			X	● ● ●	
	FHWA proven countermeasures are being implemented	X			●	
	Equity is considered in analysis and the decision-making for safety improvements	X			● ● ●	
					●	

roadway complaint data  
non-ACRS cases (does not get a full crash report)

# Final Meeting Summary

Safe Speeds					
Benchmarks	State of Practice	Local SHSP Integration	Priority Level	Priority Action Item	Other Action Item
Ongoing education and campaigns related to speed	 INSTITUTIONAL			<ul style="list-style-type: none"> <li>Advance joint efforts between DPW and local enforcement to enhance speed focused education. The goal is to call attention to speed using outside of the box ideas (night out, conversations with advocacy groups, going beyond speed humps and roundabouts, and others).</li> </ul>	
Roadway design to advance self-enforcing speeds is prioritized	 INSTITUTIONAL			<ul style="list-style-type: none"> <li>Integrate speed calming treatments into CIP projects.</li> <li>Educate stakeholders on speed-related countermeasures, applicable in Maryland, the region, and/or County.</li> </ul>	
Studies are conducted to evaluate speed-related improvements	 INSTITUTIONAL			<ul style="list-style-type: none"> <li>Conduct a separate speed crash analysis for the County to identify where this crash type is over-represented. This can be a tool to prioritize locations for future studies.</li> </ul>	
Ability to conduct automated enforcement and/or lower speed limits	 INSTITUTIONAL				
Appropriate practices are followed to set speed limits based on context	 INSTITUTIONAL				<ul style="list-style-type: none"> <li>Revise complete streets policy to discuss speed or a content classification approach.</li> </ul>
Speed limits are being enforced	 INSTITUTIONAL				



# Next Steps

- City of Baltimore Workshop
- Complete Meeting Summaries
- Steering Committee Meeting #2 (Feb)
- Initiate Best Practices Review and Case Studies Memo (Based on Workshop Input)