



# BALTIMORE COUNTY STRATEGIC HIGHWAY SAFETY PLAN



DRAFT – 10/8/2020

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## INTRODUCTION

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In 2019 in Maryland, a traffic crash occurred every five minutes; someone died in a crash every 16 hours; and someone suffered an injury in a crash every 11 minutes.

In Baltimore County there was a crash every 24 minutes, a crash with injuries every 1.5 hours, and a fatality every six days. In 2019, 11% of the state's crash fatalities occurred in Baltimore County which also comprises 14% of the state's vehicle miles traveled, 14% of the population, and 14% of the licensed drivers.

In 2019, there were 827,370 people living in the county so the 60 traffic fatalities and 7,264 injuries represented less than one percent of the population. Also, there were 623,983 licensed drivers living in the county, so that fatality rate was .01 which was similar to the state rate of .01. However, a typical measure for traffic fatalities and injuries uses vehicle miles traveled, of which there were 8,751 million in 2019 in the county so the fatality rate was 0.68 compared to the state rate of 0.86.

While these figures show that Baltimore County is a safe place, ensuring and improving the safety of Baltimore County's residents, visitors, and travelers on its roadways is a priority.

To meet this goal Baltimore County initiated the development of the Baltimore County Strategic Highway Safety Plan (SHSP) using a data-driven process to develop:

- Goals and targets
- Emphasis areas
- Proven strategies to meet goals

## VISION

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The vision is to prevent all traffic crash-related fatalities and serious injuries in Baltimore County and to reduce the incidence of traffic crashes.

This mission is to reduce the number of traffic-related crashes, injuries, and fatalities using a comprehensive yet strategic approach with the 4 Es of traffic safety (Engineering, Enforcement, Education, and Emergency Medical Services (EMS)).

## BACKGROUND

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Strategic Highway Safety Plans (SHSP) have been an integral part of traffic safety planning since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation bill was authorized in 2005. Subsequent transportation bills have included SHSPs as a data-driven, statewide coordinated plan to provide a comprehensive framework for reducing traffic-related crashes, injuries, and fatalities. It is meant to incorporate other planning processes including the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP) to provide a holistic approach to strategic planning.

Maryland has developed, implemented, and evaluated SHSPs since 2003, initially modeled after the American Association of State Highway and Transportation Officials (AASHTO) plan, and is currently in the fourth plan that covers 2016-2020. As a function of the current plan, former Maryland Secretary of Transportation Pete K. Rahn began encouraging each of Maryland's 24 jurisdictions to develop local strategic plans. Analyses of traffic crash data found that a significant portion of crashes occur on locally-maintained roadways and roads that are under the jurisdiction of local law enforcement agencies. Understanding the value of local ownership and implementation of a strategic plan, letters encouraging plan development were sent from the Secretary to jurisdictional executives in 2017. Prior to those letters, leadership in Baltimore County agencies had been collaborating and coordinating resources to work towards safer roadways.

In 2019, Baltimore County had: 872,370 people residing in the county, 623,983 licensed drivers, 8,751 million miles traveled, and 3,113 total road miles. Of those roadways, approximately 87% are owned by the county, 1% are toll facilities, and 12% are owned by the state. These figures place Baltimore County #3 among Maryland jurisdictions for population, #3 for licensed drivers, #2 for miles traveled, and #1 for road miles.

Every person living and traveling through the County is important and no fatality is acceptable. The overall goal is to eliminate all traffic crash-related fatalities and serious injuries through a coordinated effort of state and local stakeholders and the public. Economic costs associated with traffic crashes, injuries, and fatalities have been estimated by national standards (Harmon T, Bahar G, Gross F. Crash Costs for Highway Safety Analysis. FHWA-SA-17-071, 2018). Those costs explore the effects of crashes beyond hospital charges and incorporate quality of life outcomes for those involved as well as their families or caregivers, the cost of all agencies involved in the emergency response to the crash, the environmental costs to repair any damages from the crash, and the burden on the healthcare and insurance industries that affect future costs. Using the Federal Highway Administration estimates of economic and quality-adjusted life years costs, in 2019 in Baltimore County traffic fatalities amounted to close to \$500 million and serious injuries close to \$217 million; those estimates are based on 2010 dollars so are an underestimation of current costs.

Baltimore County is a member of the Baltimore Regional Transportation Board (BRTB), the Metropolitan Planning Organization (MPO) for the seven jurisdictions in the Baltimore Region. Those include Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's Counties and Baltimore City. Within the region in 2019, 36% of all crashes and 29% of all fatalities occurred in Baltimore County. As a comparison, 31% of the region's licensed drivers, 30% of the region's population, and 31% of the region's vehicle miles traveled were in Baltimore County.

Baltimore County also accounted for 38% of speeding, 37% of distracted driving, 31% of impaired driving, and 27% of pedestrian crashes in the region. However, the proportion of the region's fatalities in each category was: 36% of speeding, 34% of pedestrian, 26% of distracted driving, and 22% of impaired driving fatalities in the region.

## PLAN DEVELOPMENT

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The Baltimore County Executive noted the inter-agency collaborative efforts that were already in place and utilized this idea from Secretary Rahn to encourage County agencies to form a Steering Committee and develop a plan that would encapsulate those safety efforts. That multidisciplinary committee is led by the Baltimore County Department of Public Works and Police Department and includes local partners from each E such as the Baltimore County Fire Department, Baltimore County Department of Health, and Baltimore County Public Schools.

The mission and vision of the County plan, named the Baltimore County Strategic Highway Safety Plan (SHSP), aligns with the state SHSP in an effort to reach zero traffic fatalities. The goals comply with the Toward Zero Deaths methodology to reduce fatalities and serious injuries by 50% by 2030. While goals related to fatalities are presented here, each part of this plan will focus on reducing the number of injuries. This is because the number of fatalities is relatively small and preventing an injury also prevents it from becoming a fatality. Subsequently, annual targets were identified and an analytical problem identification process was completed.

This process culminated in the selection of five Emphasis Areas specific to Baltimore County: speeding, distracted driving, impaired driving, and pedestrians/bicyclists. Within those Emphasis Areas, other areas of concern will be addressed such as younger/older drivers and occupant protection. The implementation plan (maintained in a separate working document) will stratify each Action Step by the Emphasis Area and E that is most appropriate. This will allow for a variety of evaluation methods to be conducted.

Upon completion and approval of this plan by the Baltimore County Executive and County Council, an Implementation Team was convened led by the Steering Committee and involving Emphasis Area Teams / Action Step Lead Agencies / Other. This team will meet quarterly to review progress within each Strategy and Emphasis Area and share any needs or concerns. From those meetings, short quarterly summaries will be developed and shared with executive partners. Ultimately, a final report will be written at the end of each calendar year which will be built from the quarterly reports and serve as an official document for state and local executives. It will also be reviewed by the Steering Committee to determine any adjustments that should be made to the Action Steps. At the close of the plan, a five-year evaluation will be conducted using the annual reports and other relevant information. Throughout the life of the plan, locally available traffic safety data will be used to evaluate the Action Steps. This will be done to ensure the most timely and accurate evaluation.



## PLANNING PROCESS

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The Baltimore County Strategic Highway Safety Plan was developed using the Vision, Mission, Objectives, Strategies, and Action Plans strategic planning method developed by the Center for Community Health and Development at the University of Kansas. This method, commonly known as VMOSA provides a clear, defined step by step process to link the vision to discrete actions to achieve success.

(<https://ctb.ku.edu/en/table-of-contents/structure/strategic-planning/vmosa/main>)

The plan was developed by following the VMOSA steps, which are:

- Identifying the **vision** and ultimate goal to reduce traffic fatalities to zero
- Developing a concise **mission** statement on how that goal will be achieved
- **Objectives** are defined as **Emphasis Areas**, which identify the most critical factors that impact traffic safety in the county. The SHSP identified the following **Emphasis Areas**:
  - Speeding
  - Distracted driving
  - Impaired driving
  - Pedestrian and bicyclists
- **Strategies** are broad statements as to how the team will organize efforts to achieve the mission and vision. In this plan, the Strategies are mainly focused on the 4 Es of traffic safety and other significant areas identified by the steering committee.
- In this plan, the **Action Plan** is named the **Implementation Plan** and contains the specific projects within each strategy. Each project will have an assigned lead agency, partners, justification for its effectiveness, timeline, and evaluation metric. Establishing those items for each project before implementing the plan is critical to its success because it provides the framework over the life of the plan for any partner who may wish to participate.



Development of the SHSP was initiated in 2020, the Steering Committee was formed, and meetings began:

- Introduction
- Membership

- Membership
- Roles/Responsibilities
- Timeline

- Emphasis Area
- Research Questions
- Strategies

- Action Plan
- Draft SHSP

## PROBLEM IDENTIFICATION

Total County Figures			
	2015-2019 Annual Average	2021-2025 Annual Target	2030 Goal (2028-2032 average)
<b>Fatalities (persons)</b>	68	49	34
<b>Injuries (persons)</b>	7,256	5,281	3,628
<b>Serious Injuries (persons)</b>	467	340	234
<b>Fatal Crashes</b>	64	46	32
<b>Injury Crashes</b>	5,015	3,650	2,508

## DATA REVIEW

The Steering Committee began this process with an extensive review of traffic records data, primarily crash report data provided by Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office (MHSO). Data related to crashes, injuries, and fatalities from 2015-2019 were analyzed in several different ways: by behavioral and infrastructure-related program areas and by state and locally maintained roadways.

All Baltimore County Crash Reports						
	2015	2016	2017	2018	2019	5 Year AVERAGE
<b>Fatal Crashes</b>	65	53	65	78	57	64
<b>Injury Crashes</b>	4,738	5,004	5,048	5,247	5,040	5,015
<b>Property Damage Crashes</b>	14,034	15,518	15,711	17,298	16,596	15,831
<b>Total Crashes</b>	18,837	20,575	20,824	22,623	21,693	20,910
<b>Total Number of Fatalities</b>	68	53	73	85	60	68
<b>Total Number Injured</b>	6,834	7,347	7,265	7,570	7,264	7,256

Baltimore County is served by roads owned and maintained by the Baltimore County Department of Public Works and Maryland Department of Transportation State Highway Administration (SHA). Baltimore County owns and maintains 87% of roadways, of which the majority are neighborhood streets and local connections. The Maryland Transportation Authority (MDTA) maintains 1% of roadways and SHA owns and maintains 12% of roadways, including major roads and interstates in the county which are characterized by higher speeds, greater distances between intersections, and more lanes.

<i>Behavioral Types*</i>	Baltimore County, Crashes by Roadway (2015-2019)					
	State Roads			Local Roads		
	Total Crashes	Injury Crashes	Fatal Crashes	Total Crashes	Injury Crashes	Fatal Crashes
<b>Aggressive Driving</b>	552	182	4	191	82	2
<b>Motorcycle</b>	95	71	6	84	62	3
<b>Distracted Driving</b>	4,439	1,516	13	3,244	986	4
<b>Speeding</b>	1,299	401	3	427	142	9
<b>Impaired Driving</b>	435	164	12	367	110	6
<b>Young Driver</b>	1,098	349	4	1,011	317	2
<b>Older Driver</b>	1,199	468	9	1,077	379	5
<b>Pedestrian</b>	136	112	15	221	193	4
<b>Bicycle</b>	25	21	0	60	48	1

\* These Behavioral Types are not mutually exclusive

## GOALS AND TARGETS

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The SHSP’s vision is to “prevent all traffic crash-related fatalities and serious injuries in Baltimore County and to reduce the incidence of traffic crashes.” To achieve this vision, the plan sets interim targets and a 2030 goal using the Toward Zero Deaths approach as outlined in the 2016-2020 Maryland SHSP.

The approach uses an exponential trend line connecting historical data to the 2030 goal year. Five-year averages are used to calculate projections, and the targets for each individual year are taken from the midpoint of the five-year average (e.g., 2030 annual interim target = midpoint of the 2028-2032 average). To control for variability in populations, driving habits, environmental conditions, and other factors that may affect how and how often people are on the roadways, the target and goals were also calculated using rates for vehicle miles travelled (MVMT). This method results in realistic, data-driven, and achievable goals and targets:

- A 2030 goal to reduce the number of fatalities by at least 50% to 34.
  - A 2021-2025 interim target of 49.
- A 2030 goal to reduce the number of injuries by at least 50% to 3,628.
  - A 2021-2025 interim target of 5,281.
- A 2030 goal to reduce the number of serious injuries by at least 50% to 234.
  - A 2021-2025 interim target of 340.



## EMPHASIS AREAS

### SPEEDING

The following goals and targets have been set related to speeding, following the same methodology previously explained.

Speeding Crashes								
	2015	2016	2017	2018	2019	2015-2019 Average	2021-2025 Target	2030 Goal (2028-2032 average)
<b>Fatal Crashes</b>	9	12	13	15	13	12	9	6
<b>Injury Crashes</b>	546	617	563	647	458	566	412	283
<b>Property Damage Crashes</b>	1,154	1,275	1,301	1,337	1,132	1,240		
<b>Total Crashes</b>	1,709	1,904	1,877	1,999	1,603	1,818		
<b>Total Number of Fatalities</b>	9	12	15	17	14	13	9	7
<b>Total Number Injured</b>	791	953	854	917	680	839	611	420

Listed below are Strategies and Action Steps through which efforts will be organized to reduce speeding:

<u>Action Item</u>	<u>Lead Agency</u>	<u>Partners</u>	<u>Timeline</u>	<u>Evaluation Metric</u>
<b>Strategy</b>				
<b>1. Continue/increase enforcement of driving laws and expand use of automated enforcement.</b>				
1.1 Continue participating in all statewide enforcement campaigns.	BCoPD	MSP/MDTAP	Ongoing	# of citations/warnings/stops
1.2 Consider speed cameras outside of school/work zones - legislation required.	BCoPD		Not Started	# of meetings
1.3 Pursue expanded funding and enforcement of speeding and aggressive driving in response to COVID-19 pandemic trends.	BCoPD/MSP/MDTAP	MHSO	Not Started	
<b>2. - Identify best practices for education and outreach to high risk populations (e.g. young drivers).</b>				
2.1 Coordinate with local and state agencies to educate legislative and judicial branches to obtain an understanding of the importance of the court process in changing safety culture.	MHSO	BCoPD/MSP	Not Started	
2.2 Collaborate with fire and EMS partners to evaluate data and conduct outreach.	BCoFD	BCoPD/DPW/BCDH/BCPS	Not Started	
2.3 Develop a community risk/outreach program in the fire department to institutionalize safety programs.	BCoFD		Not Started	
2.4 Explore the feasibility of a public-private partnership for a regional safety education training center.	BCoFD/BCoPD	BCDH/BCPS/MHSO	Not Started	

2.5 Continue educational programs conducted by the Department of Health related to after prom events.	BCDH	BCPS	Ongoing	# of events
2.6 Continue to collaborate on older driver safety presentations (e.g. CarFit) at Senior Centers, Senior/Older Driver Expo, etc.	BCDA	MHSO/Senior Centers	Ongoing	# of events
<b>3. Identify high-incident locations, segments, and intersections.</b>				
3.1 Identify top locations for speeding crashes and appropriate engineering and enforcement countermeasures.	DPW/BCoPD		Ongoing	# of locations
3.2 Collaborate with law enforcement to implement infrastructure improvements that allow for safe enforcement.	DPW	BCoPD/MSP/MDTAP/ Tri-Agency group	Not Started	
<b>4. Utilize all media, including social media, campaigns.</b>				
4.1 Coordinate social media messaging across all partner agencies.	BMC/MHSO	BCoFD/BCoPD /DPW/BCDH/ BCPS		
<b>5. Explore the feasibility of lowering speeds</b>				
5.1 Utilize portable speed sensors to encourage drivers to self-adjust their speed	BCoPD	BCDH		
5.2 Utilize the Neighborhood Traffic Management Program.	DPW		Ongoing	# of requests # of projects

## DISTRACTED DRIVING

The following goals and targets have been set related to distracted driving, following the same methodology previously explained.

Distracted Driving Crashes								
	2015	2016	2017	2018	2019	2015-2019 Average	2021-2025 Target	2030 Goal (2028-2032 average)
<b>Fatal Crashes</b>	16	14	23	21	17	18	13	9
<b>Injury Crashes</b>	2,468	2,747	2,692	2,848	2,735	2,698	1,964	1,349
<b>Property Damage Crashes</b>	5,329	6,019	6,358	6,783	6,503	6,198		
<b>Total Crashes</b>	7,813	8,780	9,073	9,652	9,255	8,915		
<b>Total Number of Fatalities</b>	16	14	25	24	17	19	14	10
<b>Total Number Injured</b>	3,570	4,099	3,923	4,192	4,042	3,965	2,886	1,983

Listed below are Strategies and Action Steps through which efforts will be organized to reduce distracted driving:

<u>Action Item</u>	<u>Lead Agency</u>	<u>Partners</u>	<u>Timeline</u>	<u>Evaluation Metric</u>
<b>Strategy</b>				
<b>1. Continue/increase enforcement of distracted driving laws.</b>				
1.1 Continue participating in all statewide enforcement campaigns.	BCoPD	MSP/MDTAP	Ongoing	# of citations/warnings/stops
1.2 Identify top locations for distracted driving crashes and appropriate engineering and enforcement countermeasures.	BCoPD/DPW		Not Started	# of meetings
<b>2. Identify best practices for educational programs related to reducing distracted driving.</b>				
2.1 Coordinate with local and state agencies to educate legislative and judicial branches to obtain an understanding of the importance of the court process in changing safety culture.	MHSO	BCoPD/MSP	Not Started	
2.2 Collaborate with fire and EMS partners to evaluate data and conduct outreach.	BCoFD	BCoPD/DPW/BCDH/BCPS	Not Started	
2.3 Develop a community risk/outreach program in the fire department to institutionalize safety programs.	BCoFD		Not Started	
2.4 Explore the feasibility of a public-private partnership for a regional safety education training center.	BCoFD/BCoPD	BCDH/BCPS/MHSO	Not Started	
2.5 Continue to collaborate on older driver safety presentations (e.g. CarFit) at Senior Centers, Senior/Older Driver Expo, etc.	BCDA	MHSO/Senior Centers	Ongoing	# of events
<b>3. Utilize all media, including social media, campaigns.</b>				

3.1 Coordinate social media messaging across all partner agencies.	BMC/MHSO	BCoFD/BCoPD /DPW/BCDH/ BCPS		
<b>4. Conduct outreach programs to high-risk populations (e.g. young drivers, school programs).</b>				
4.1 Continue educational programs conducted by the Department of Health related to after prom events.	BCDH	BCPS	Ongoing	# of events

## IMPAIRED DRIVING

The following goals and targets have been set related to impaired driving, following the same methodology previously explained.

Impaired Driving Crashes								
	2015	2016	2017	2018	2019	2015-2019 Average	2021-2025 Target	2030 Goal (2028-2032 average)
<b>Fatal Crashes</b>	17	16	21	25	12	18	13	9
<b>Injury Crashes</b>	281	275	286	320	283	289	210	145
<b>Property Damage Crashes</b>	598	534	523	624	642	584		
<b>Total Crashes</b>	896	825	830	969	937	891		
<b>Total Number of Fatalities</b>	18	16	25	28	13	20	15	10
<b>Total Number Injured</b>	417	414	423	460	432	429	312	215

Listed below are Strategies and Action Steps through which efforts will be organized to reduce impaired driving:

<u>Action Item</u>	<u>Lead Agency</u>	<u>Partners</u>	<u>Timeline</u>	<u>Evaluation Metric</u>
<b>Strategy</b>				
<b>1. Continue/increase enforcement of impaired driving laws (alcohol and drug) and expand Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training.</b>				
1.1 Continue participating in all statewide enforcement campaigns.	BCoPD	MSP/MDTAP	Ongoing	# of citations/warnings/stops
<b>2. Identify best practices for educational programs related to reducing impaired driving (young drivers).</b>				
2.1 Coordinate with local and state agencies to educate legislative and judicial branches to obtain an understanding of the importance of the court process in changing safety culture.	MHSO	BCoPD/MSP	Not Started	
2.2 Collaborate with fire and EMS partners to evaluate data and conduct outreach.	BCoFD	BCoPD/DPW/BCDH/BCPS	Not Started	
2.3 Develop a community risk/outreach program in the fire department to institutionalize safety programs.	BCoFD		Not Started	
2.4 Explore the feasibility of a public-private partnership for a regional safety education training center.	BCoFD/BCoPD	BCDH/BCPS/MHSO	Not Started	
2.5 Continue educational programs conducted by the Department of Health related to after prom events.	BCDH	BCPS	Ongoing	# of events
2.6 Collaborate with Baltimore County Combating Underage Drinking (CUD) Coalition for outreach efforts.	BCDH		Ongoing	

2.7 Continue to collaborate on older driver safety presentations (e.g. CarFit) at Senior Centers, Senior/Older Driver Expo, etc.	BCDA	MHSO/Senior Centers	Ongoing	# of events
<b>3. Identify high-incident locations based on crash and arrest data.</b>				
3.1 Identify top locations for impaired driving crashes and appropriate engineering and enforcement countermeasures.	DPW/BCoPD		Ongoing	# of locations
3.2 Collaborate with law enforcement to implement infrastructure improvements that allow for safe enforcement.	DPW	BCoPD/MSP/MDTAP/ Tri-Agency group	Not Started	
<b>4. Utilize all media, including social media, campaigns.</b>				
4.1 Coordinate social media messaging across all partner agencies.	BMC/MHSO	BCoFD/BCoPD /DPW/BCDH/ BCPS		
<b>5. Engage and coordinate with liquor control partners</b>				



## PEDESTRIAN/BICYCLISTS

The following goals and targets have been set related to pedestrian/bicycle crashes, following the same methodology previously explained.

Pedestrian/Bicycle Crashes								
	2015	2016	2017	2018	2019	2015-2019 Average	2021-2025 Target	2030 Goal (2028-2032 average)
<b>Fatal Crashes</b>	19	21	18	27	22	21	15	11
<b>Injury Crashes</b>	513	530	515	480	472	502	365	251
<b>Property Damage Crashes</b>	71	72	58	57	92	70		
<b>Total Crashes</b>	603	623	591	564	586	593		
<b>Total Number of Fatalities</b>	19	21	18	28	22	22	16	11
<b>Total Number Injured</b>	554	592	562	524	533	553	402	277

Listed below are Strategies and Action Steps through which efforts will be organized to improve pedestrian/bicycle safety:

<u>Action Item</u>	<u>Lead Agency</u>	<u>Partners</u>	<u>Timeline</u>	<u>Evaluation Metric</u>
<b>Strategy</b>				
<b>1. Continue/increase training and enforcement of driver and pedestrian laws.</b>				
1.1 Continue participating in all statewide enforcement campaigns.	BCoPD	MSP/MDTAP	Ongoing	# of citations/warnings/stops
1.2 Conduct at least two pedestrian safety enforcements effort using identified high-incident locations.	BCoPD		Annually	# of citations/warnings/stops
1.3 Continue to participate in state-funded training for pedestrian safety enforcement.	BCoPD		Not Started	# of meetings
1.4 Explore the feasibility of implementing automated enforcement using school bus cameras.	BCPS/BCoPD		Not Started	
<b>2. Identify best practices for inter-agency partnerships to improve non-motorist safety.</b>				
2.1 Collaborate with local and state agencies to expand aggressive temporary traffic safety engineering projects (e.g. signage).	DPW/SHA	BCoPD	Not Started	
2.2 Coordinate with local and state agencies to educate legislative and judicial branches to obtain an understanding of the importance of the court process in changing safety culture.	MHSO	BCoPD/MSP	Not Started	
2.3 Collaborate with fire and EMS partners to evaluate data and conduct outreach.	BCoFD	BCoPD/DPW/BCDH/BCPS	Not Started	

2.4 Develop a community risk/outreach program in the fire department to institutionalize safety programs.	BCoFD		Not Started	
2.5 Explore the feasibility of a public-private partnership for a regional safety education training center.	BCoFD/BCoPD	BCDH/BCPS/MHSO	Not Started	
2.6 Continue the Pedestrian Bicycle Advisory Committee. (Appendix A)	DPW		Ongoing	
<b>3. Identify high-incident locations and infrastructure-related countermeasures.</b>				
3.1 Identify top locations for pedestrian/bicycle crashes and appropriate engineering and enforcement countermeasures.	DPW/BCoPD		Ongoing	# of locations
3.2 Collaborate with law enforcement to implement infrastructure improvements that allow for safe enforcement.	DPW	BCoPD/MSP/MDTAP/ Tri-Agency group	Not Started	
3.3 Implement programs to improve: crossings at residential community gateways, sidewalks along highly trafficked corridors.	DPW/SHA		Not Started	
3.4 Further implement Complete Streets policy. (Appendix B)	DPW	SHA	Ongoing	
3.5 Incorporate bicycle lanes/sharrows into new design when appropriate.	DPW	SHA	Ongoing	
<b>4. Utilize all media, including social media, campaigns (e.g. Look Alive, Move Over Law).</b>				
4.1 Coordinate social media messaging across all partner agencies.	BMC/MHSO	BCoFD/BCoPD /DPW/BCDH/BCPS		
4.2 Support implementation of the Look Alive campaign	BMC/MHSO	BCoFD/BCoPD /DPW/BCDH/BCPS		
<b>5. Conduct outreach programs to vulnerable populations (e.g. children, disadvantaged, or homeless).</b>				
5.1 Continue the Pedestrian Safety Committee in BCPS.	BCPS	BCDH/BCoPD/BCoFD/DPW		
5.2 Continue educational programs conducted by the Department of Health related to after-prom events.	BCDH	BCPS	Ongoing	# of events
5.3 Participate in Bike to Work Day/Week	BMC	DPW/BCoFD/BCoPD/BCDH	Ongoing	# of participants
5.4 Continue to collaborate on older driver safety presentations (e.g. CarFit) at Senior Centers, Senior/Older Driver Expo, etc.	BCDA	MHSO/Senior Centers	Ongoing	# of events
<b>6. Further implement Complete Streets and related programs.</b>				

6.1 Utilize the Complete Streets Policy. (Appendix B)	DPW	SHA	Ongoing	# of requests # of projects
6.2 Utilize the Neighborhood Traffic Management/Traffic Calming (Appendix C) Programs.	DPW	SHA	Ongoing	# of requests # of projects

## IMPLEMENTATION PLAN

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An Implementation, or Action Plan, has also been developed to support each of the Strategies in each of the Emphasis Areas. That plan is a 'living document' in that it is adaptable to change based on evaluation findings as programs are implemented. Unless significant changes occur, the Goals, Targets, Emphasis Areas, and Strategies will not change before the completion of the plan. However, the Implementation Plan relies heavily on resource availability and prioritization, so it is not included in this more static document. The Implementation Plan is available upon request.

Components of the Implementation Plan include Action Steps for each Strategy as well as lead agency, timeline, and evaluation metrics for each Action Step. The Steering Committee will continue to meet quarterly to discuss concerns and progress; at those meetings a descriptive evaluation of each Action Step will be presented for the team to consider. Those ongoing evaluation reports will culminate in a comprehensive, formal evaluation of the plan every year. That evaluation report will be made available to the County Executive, Agency Administrators, and other Local Executives. At the end of the five year cycle of this plan, a full evaluation of the strategic planning, implementation, and evaluation processes will be compiled. During that time, plans for the next SHSP will be forming.

## ACRONYMS

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AASHTO – American Association of State Highway and Transportation Officials

BCoFD – Baltimore County Fire Department

BCoPD – Baltimore County Police Department

BCDA – Baltimore County Department of Aging

BCDH – Baltimore County Department of Health

BCPS – Baltimore County Public Schools

BMC – Baltimore Metropolitan Council

BRTB – Baltimore Regional Transportation Board

CVSP – Commercial Vehicle Safety Plan

DPW – Baltimore County Department of Public Works

EMS – Emergency Medical Services

HSIP – Highway Safety Improvement Program

HSP – Highway Safety Plan

MDTA – Maryland Transportation Authority

MDTAP – Maryland Transportation Authority Police

MHSO – Maryland Department of Transportation Motor Vehicle Administration’s Highway Safety Office

MPO – Metropolitan Planning Organization

MSP – Maryland State Police

MVMT – Million Vehicle Miles Travelled

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SHA – Maryland Department of Transportation State Highway Administration

SHSP – Strategic Highway Safety Plan

VMOSA – Vision, Mission, Objectives, Strategies, and Action Plans

## APPENDIX A

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**§ 3-3-2201. There is a Baltimore County Pedestrian and Bicycle Advisory Committee.**

**§ 3-3-2202.** The Pedestrian and Bicycle Advisory Committee shall consist of 11 members. Of the 11 members of the Committee: each member of the County Council shall appoint one member; and four members shall be appointed by the County Executive, including at least one representative of a bicycle advocacy organization active in the county. The Directors of the Departments of Public Works, Health, Recreation and Parks, and Education, and the Office of Planning and the Police Department shall each designate to the Committee an ex officio, non-voting member to provide technical assistance.

**§ 3-3-2204.** The Committee shall meet at the call of the Chairman as frequently as required to perform its duties, but no less than 4 times per year.

**§ 3-3-2205.** The Committee shall have the following duties and responsibilities:

- (1) Adopt a complete streets policy to establish guiding principles and practices to be considered in transportation, parks, schools, and other capital projects and land use planning, with primary emphasis on areas inside the urban rural demarcation line, so as to increase safety by enhancing understanding of bicycle and pedestrian laws, and to encourage walking, bicycling and transit use while promoting safe operations for all users.
- (2) Develop sustainable transportation protocols for walking, bicycling, and transit to use in the evaluation of projects and site plan approvals by county agencies. Such protocols should specifically ensure that sign-off for pedestrian and bicycle improvements are incorporated into the review checklist for street improvement, widening and resurfacing projects.
- (3) Recommend a method to modify the process for creating community plans to include a “sustainable transportation” element as a standard section, covering walking, bicycling, and transit.
- (4) Prepare and maintain a “Six-Year Pedestrian and Bicycle Plan Program” to coincide with the capital improvement plan six-year/annual update cycle in order to maximize opportunities to incorporate low-cost improvements into CIP projects where feasible and affordable.
- (5) Recommend amendments to the County Code and the zoning regulations to require necessary accommodations for pedestrians, bicyclists, and all users of county streets and roads.
- (6) Develop a policy requiring the provision of bicycle parking at major government buildings, including schools, parks, recreation centers, libraries, senior centers, community centers and health facilities, for both visitors and employees.
- (7) Recommend amendments to the county development process to incorporate new standards for road construction/reconstruction that will respect and accommodate the needs of all users, not only motorists, without imposing unrealistic financial burdens on county taxpayers.
- (8) Investigate the availability of federal grant funds to finance the Committee’s administrative costs and to finance low-cost improvements for street widening and resurfacing projects that benefit pedestrians and bicyclists.



**§ 3-3-2206. REPORTS.** (a) Annual report. The Committee shall submit an annual report to the County Council and the County Executive.

(b) Contents of report. The annual report shall contain: (1) A summary of the Committee's activities for the preceding year; and (2) Recommendations resulting from the Committee's consideration of the matters set forth in § 3-3-2205.

(c) Additional reports. The Committee may submit additional reports periodically as it considers necessary.

## **Recommendations for a Comprehensive Complete Street Policy**



**Baltimore County Pedestrian and Bicycle Advisory Committee  
Approved November 13, 2012**

**Adopted by Baltimore County Council Resolution 126-13  
December 2, 2013**

<http://resources.baltimorecountymd.gov/Documents/Planning/bikeandped/CompleteStreets.pdf>

# APPENDIX C

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## Traffic Calming Program

### Purpose

- Reduce traffic speeds
- Improve traffic safety
- Improve pedestrian safety
- Improve community quality of life

### Basic Qualifying Criteria

- Cannot be a dead end roadway
- Street must be at least 1000' long
- Street must have home on 2 acre lots or less
- Cannot exceed 350 vehicles during the peak traffic hour.

### Traffic Study requirements

- Peak hour traffic volume (PHV) 100 - 150 average speeds 10 mph above the post speed limit
- PHV 150 – 250 average speeds 7 mph above the posted limit
- PHV 250 -350 average speeds 3 mph above the posted limit

### Community involvement

After a roadway is determined to qualify for traffic calming a plan is presented to the community for their approval. The community is required to submit a petition signed by at least 75% of the households on the street. Included in the 75% are homes that have a traffic calming device proposed in front of their home. The homeowners of these homes are required to sign on the plan that they approve before the proposed traffic calming device can be installed.



Sample Traffic Calming Plan



Raised Crosswalk



Brick top speed hump with parking on the side





Standard speed hump



Pedestrian Refuge Island



Roundabout



Raised Intersection