



WASHINGTON COUNTY

STRATEGIC  
HIGHWAY  
SAFETY PLAN

2016 - 2020

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## Traffic Safety Overview: Moving Towards Zero Deaths

Washington County has three major Interstate Highways that go through the County, Interstate 70, Interstate 81 and Interstate 68. Washington County has also experienced an increase in serious injury and fatal vehicular crashes over the last decade as the population increased and additional businesses moved into the area. Serious injury is defined as any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing activities he/she was capable of performing before the injury occurred.

Washington County implemented the Data Driven Approach to Crime and Traffic Safety in 2012 which has now evolved into Directed Enforcement assignments. These assignments are directed toward problem traffic areas within Washington County. This Strategic Highway Safety Plan will address traffic and infrastructure issues so that the goals and objectives of the Plan can be accomplished through partnerships in the community.

Over the past three years (2013 – 2015), Washington County has accounted for approximately 5% of all traffic fatalities in Maryland. That portion has fluctuated from 4.5% to 5.7% to 3.3% over that time, while the County has maintained approximately 2.5% of the State's population and 3.5% of the State's vehicle miles traveled. This means that Washington County is slightly overrepresented in fatalities. However, the proportion of serious injuries (defined as KABCO=4 on the police crash report) has only fluctuated from 2.7% to 2.4% to 1.7%. This means that the County is underrepresented with regards to serious injuries as it related to vehicle miles traveled.

The Washington County Sheriff's Office has once again dedicated three personnel as a Traffic Unit to conduct traffic enforcement in areas of high traffic crashes and areas with high traffic violations. This does not affect the Directed Enforcement efforts that all law enforcement officers are committed to across the County.



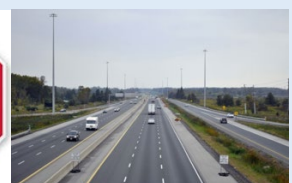
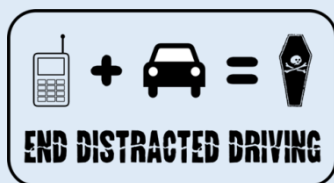


## 2017 – 2022 Strategic Highway Safety Plan:



The Washington County 2021 – 2025 Strategic Highway Safety Plan focuses on the specific emphasis areas of **Distracted Driving, Pedestrians & Bicyclists, Aggressive Driving, Impaired Driving and Highway Infrastructure**, which have been the major factors in causing serious injury and fatalities involving crashes in Washington County. A Strategic Highway Safety Plan Committee, which is a sub-committee of the Traffic Advisory Council, convened to review, strategize and formulate this Plan. All partner agencies of the Traffic Advisory Council have adopted this Plan and are a part of its implementation.

The Plan Committee reviewed historical crash data for the last five years and devised this plan to address the causation of serious and fatal crashes as well as targeting specific roadways where a high number of these crashes have historically occurred.

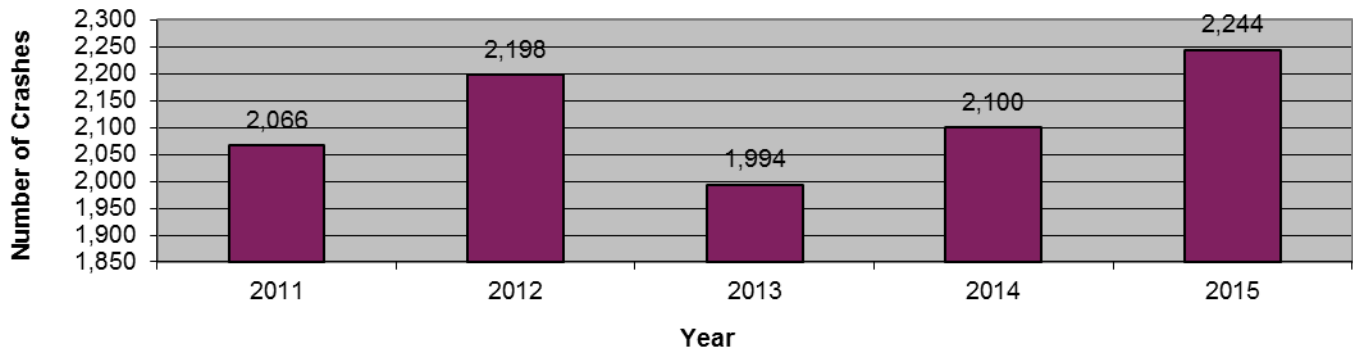


MARYLAND DEPARTMENT OF TRANSPORTATION  
Maryland Motor Vehicle Administration  
Maryland Highway Safety Office

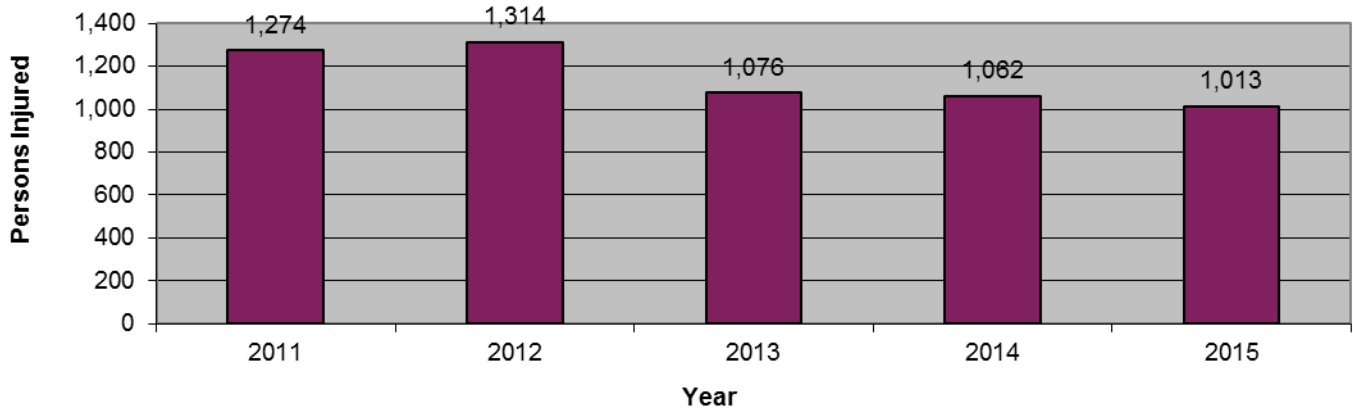
**Washington County  
Crash Summary**

	2011	2012	2013	2014	2015	5 Year AVG.	%
<b>Fatal Crashes</b>	12	24	20	22	15	19	0.9
<b>Injury Crashes</b>	847	910	781	760	721	804	37.9
<b>Property Damage Crashes</b>	1,207	1,264	1,193	1,318	1,508	1298	61.2
<b>Total Crashes</b>	2,066	2,198	1,994	2,100	2,244	2120	100.0
<b>Total of All Fatalities</b>	12	25	21	25	17	20	
<b>Total Number Injured</b>	1,274	1,314	1,076	1,062	1,013	1,148	

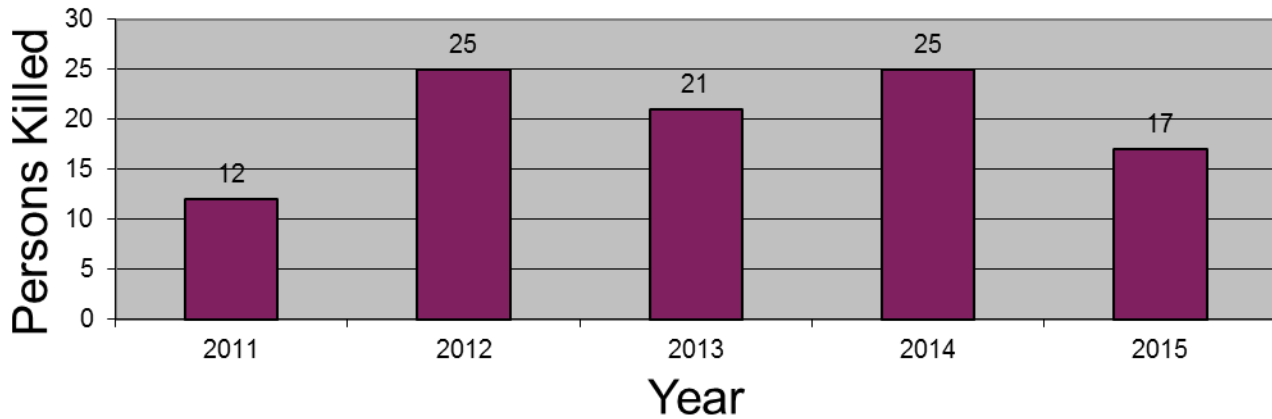
**Crashes**



**Persons Injured**

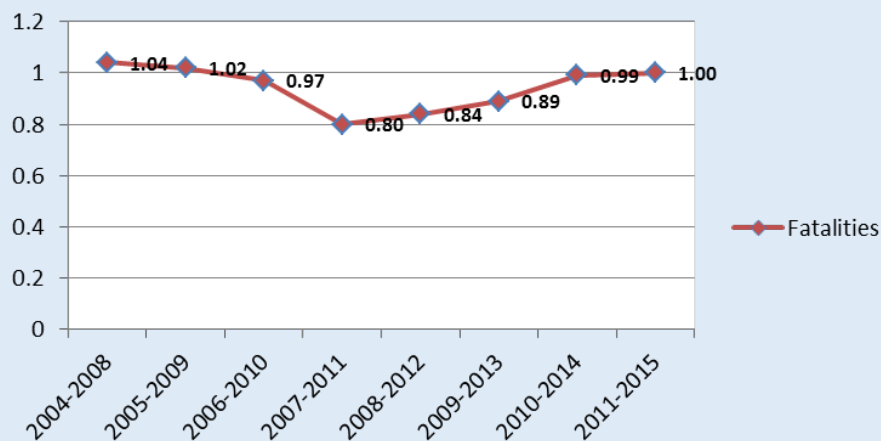


### Persons Killed

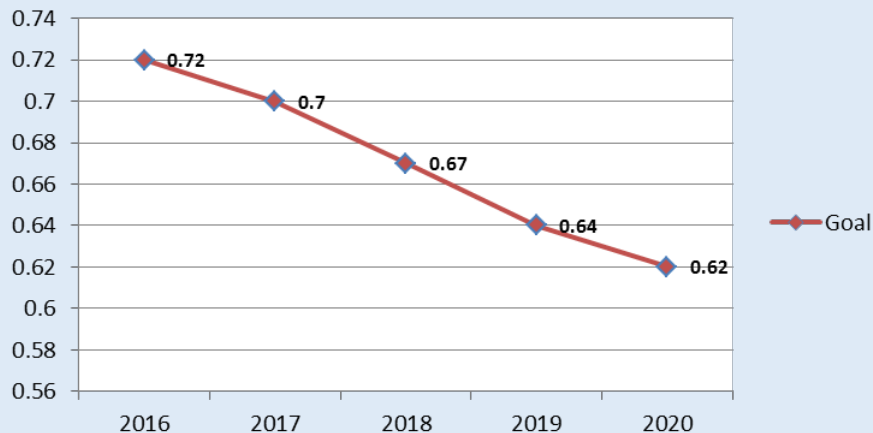


2015 is subject to change. Data is based on reports provided by the Maryland State Police Central Records Division (CRD). 2015 crash reports submitted to CRD during calendar year 2016 (up to December 31, 2016) will be accepted in the database; however, based on an analysis of previous reporting years, nearly all crash reports completed by local agencies have been submitted and processed by this time of year. Revised summary reports may be produced after an analysis is completed on crash reports submitted, or revised, between the run date of this report and December 31, 2016.

### Total Vehicle Related Fatalities



### Targeted Fatality Goal



The Strategic Highway Safety Plan is established in support of the State of Maryland's Highway Safety Office goal of zero deaths in crashes in Maryland. As you can see by the Fatal Crash Trend chart above, Washington County has begun to trend lower in the last two years in large part due to the increased enforcement efforts of law enforcement. This Plan will incorporate a number of initiatives other than just enforcement and should have a more significant impact toward zero deaths.

## **Distracted Driving:**



A distracted driving crash occurs when a driver shifts attention away from the driving task to do other things such as texting, cell phone use, adjusting the radio, attending to a child, and a number of other things.

Historically, there has been an average of ten distracted driving fatalities in Washington County, with nine occurring in 2015. Over the past three years, Washington County has accounted for 7.5% of the State's distracted driving fatalities. There has been a significant decline in serious injuries resulting from such crashes in the county as well, from a high of 52 in 2013 (2.7% of all distracted driving serious injuries) to a low in 2015 (1.7% of all). However, those figures also mean that in 2015, 52.9% of all fatalities and 43.2% of all serious injuries in Washington County resulted from distracted driving crashes.

Correspondingly, distracted driving crashes resulted in 23.0% of all fatalities and 37.2% of all serious injuries in 2015 statewide. This illustrates the significance of the distracted driving problem in Washington County.

Distracted driving violations include the use of handheld cell phone to participate in calls and texting. The issuance of such citations increased dramatically in Maryland in the past three years through increasing restrictions in the laws, from 14,192 in 2013 to 41,277 in 2014, to 42,744 in 2015. As the State saw this increase, Washington County had a slight decrease from a high of 1,232 in 2014 to 706 in 2015 which accounted for 1.6% of the State distracted driving citations. Also, 3.5% of all citations issues in Washington County in 2015 were for distracted driving violations.

## **Take the pledge**

The fight to end distracted driving starts with you. Make the commitment to drive phone-free today.

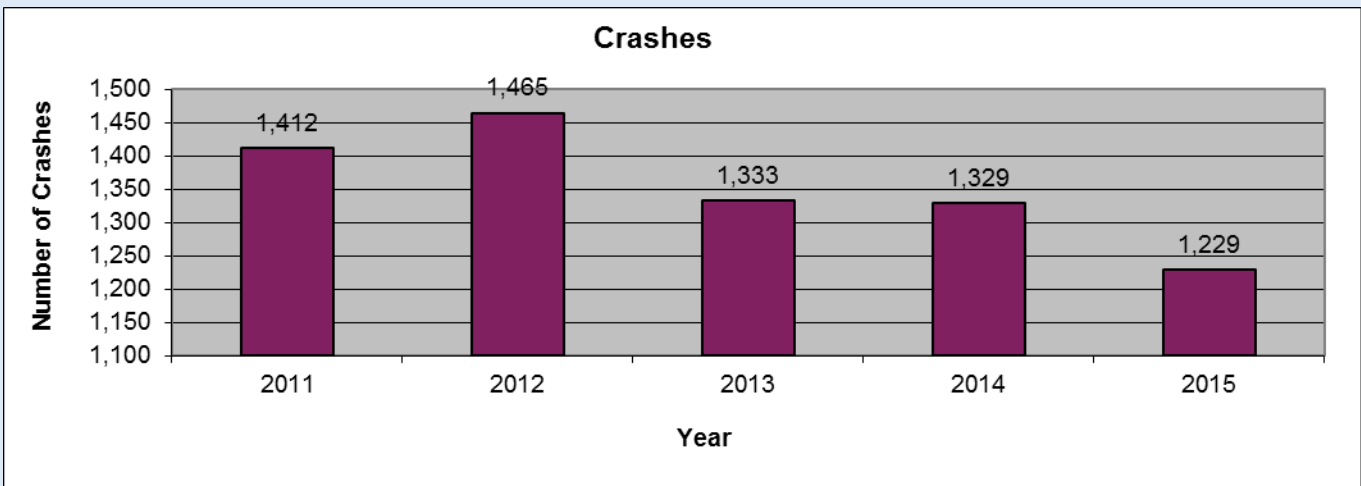
- Protect lives by never texting or talking on the phone while driving.
- Be a good passenger and speak out if the driver in my car is distracted.
- Encourage my friends and family to drive phone-free.

#justdrive

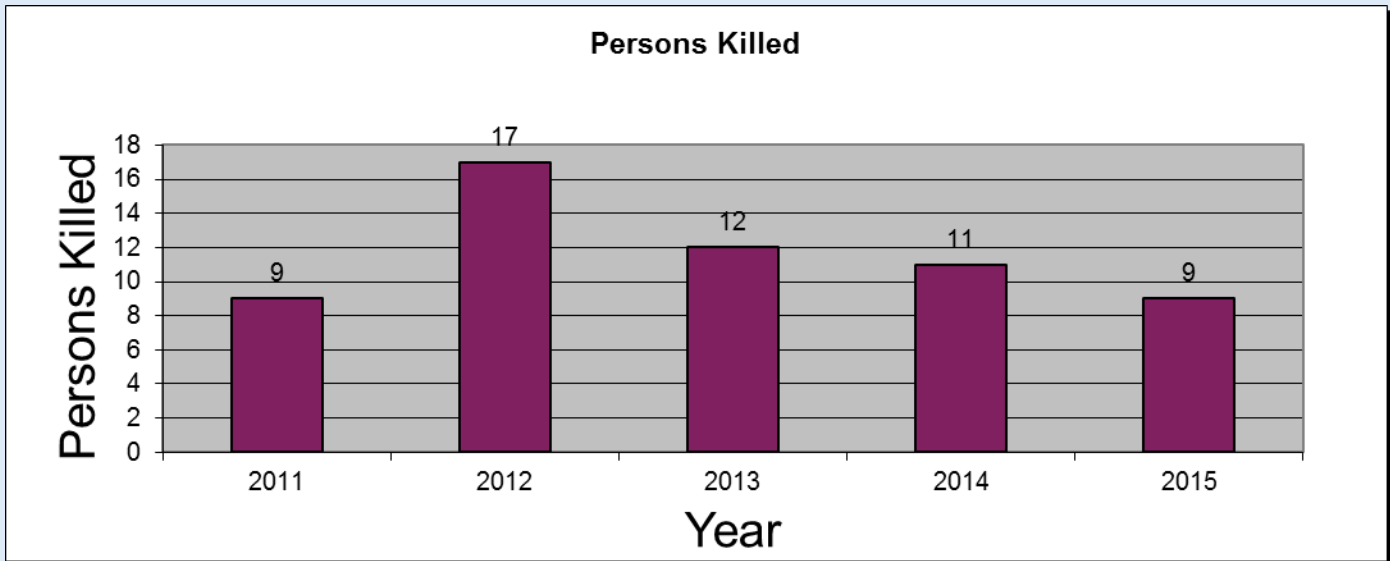


### Washington Co. - Distracted Driver Involved Crash Summary

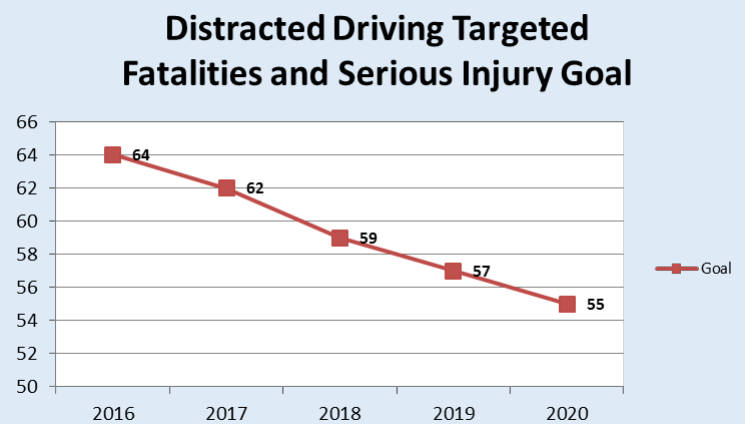
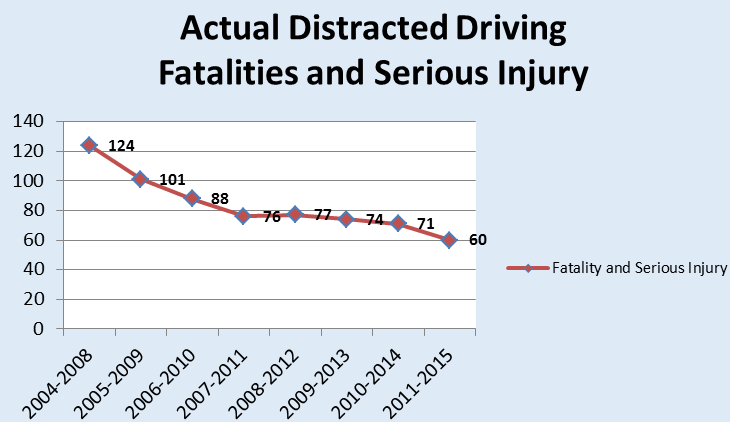
	2011	2012	2013	2014	2015	5 Year AVG.	%
<b>Fatal Crashes</b>	9	17	11	10	7	11	0.8
<b>Injury Crashes</b>	599	616	550	501	424	538	39.7
<b>Property Damage Crashes</b>	804	832	772	818	798	805	59.5
<b>Total Crashes</b>	1,412	1,465	1,333	1,329	1,229	1354	100.0
<b>Total of All Fatalities</b>	9	17	12	11	9	12	
<b>Total Number Injured</b>	927	921	771	730	616	793	







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## Distracted Driving Strategies

1. Evaluate and improve **data** quality for problem identification and program evaluation purposes.
2. Enhance and improve **enforcement** of distracted driving laws.
3. Integrate and foster the use of **technologies and engineering application** to address distracted driving infrastructure.
4. Conduct **outreach initiatives** including, but not limited to, education, training, and media programs to reduce distracted driving.
5. Evaluate and recommend **legislation and/or regulations** that address distractive behavior while driving.

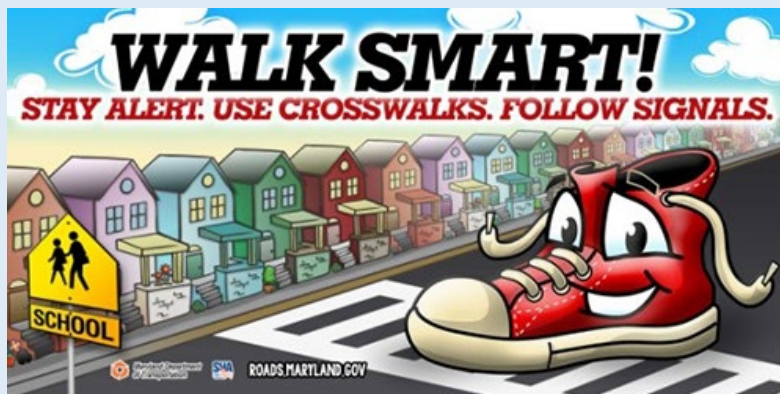
## Pedestrians and Bicyclists:



Pedestrian crashes are defined as crashes involving a person reported as a pedestrian on foot, including a motorist who has exited a vehicle.

Bicyclist crashes are defined as crashes involving a person reported as a bicyclist or pedal cyclist.

With regards to pedestrian and bicycle safety in Washington County, very few fatalities or serious injuries happen among those populations. Pedestrian fatalities have fluctuated over the past three years, from four in 2013, to six in 2014, to a low of two in 2015. Serious injuries have remained fairly constant with five in 2013, six in 2014, and five in 2015. Bicyclist fatalities have occurred very rarely over the past three years, from zero in 2013, zero in 2014, and one in 2015.

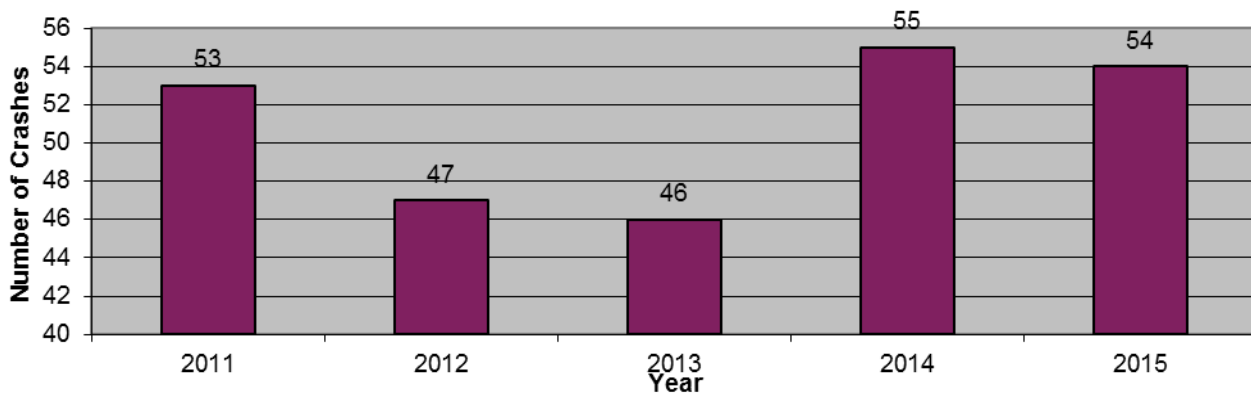


### Washington Co. - Pedestrian On Foot Involved Crash Summary

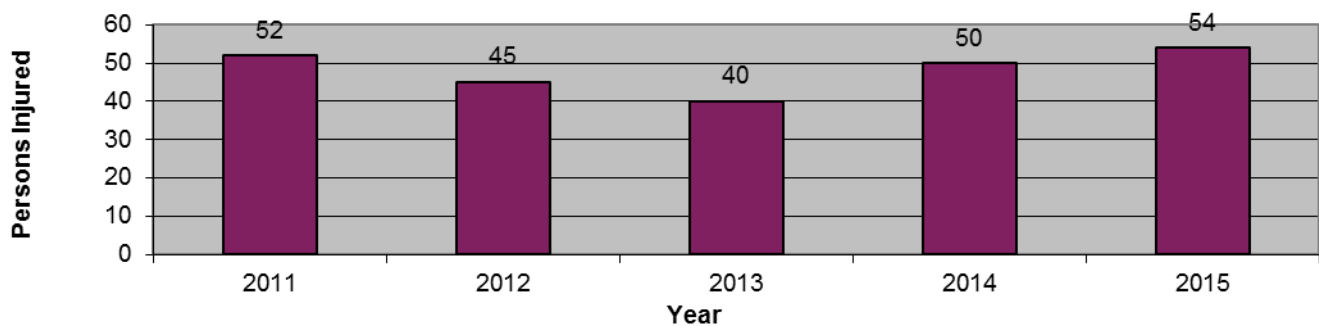
	2011	2012	2013	2014	2015	5 Year AVG.	%
<b>Fatal Crashes</b>	0	1	4	6	2	3	5.1
<b>Injury Crashes</b>	47	41	35	46	49	44	85.5
<b>Property Damage Crashes</b>	6	5	7	3	3	5	9.4
<b>Total Crashes</b>	53	47	46	55	54	51	100.0
<b>Total of All Fatalities</b>	0	1	4	6	2	3	
<b>Total Number Injured</b>	52	45	40	50	54	48	

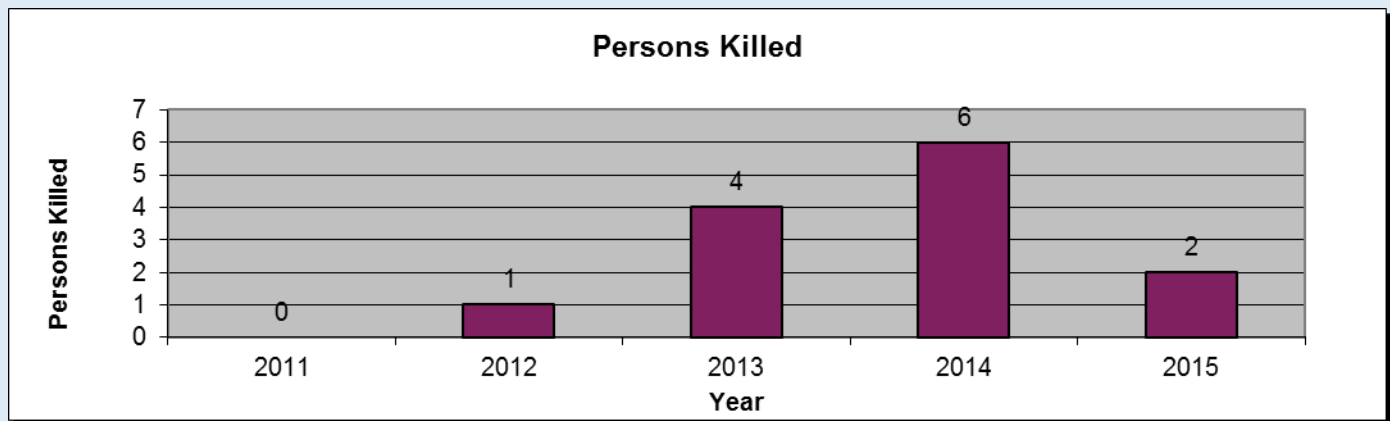
\* Averages for all pages are 5 year averages. % is percent of 5 yr total.

**Crashes**

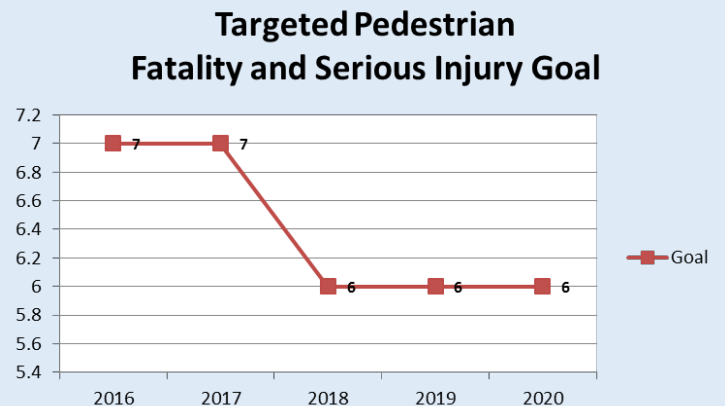
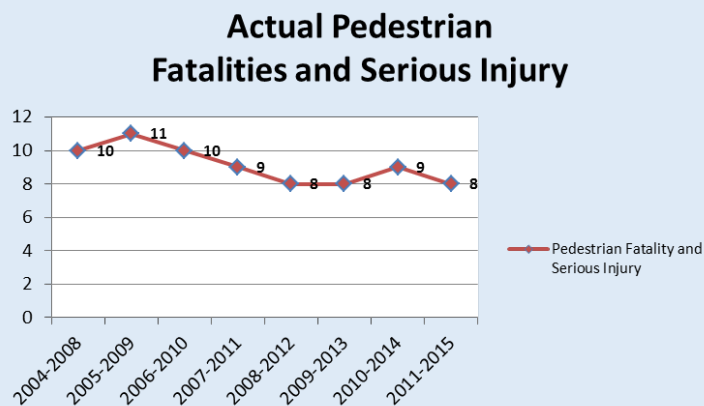


**Persons Injured**





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## Pedestrian and Bicycle Strategies

1. Identify and target pedestrian and bicycle safety issues, populations, and locations of activity and concern through the **collection, analysis, and evaluation of data and information**.
2. Promote safe behaviors of all road users appropriate for the environment through **education and enforcement initiatives**.
3. Create and improve roadway environments for safe walking and bicycling through implementation of **engineering treatments, land use planning, and system-wide countermeasures**.
4. **Develop, apply, and promote technological approaches**, including those in vehicles and emergency response equipment, in order to better prevent and reduce the severity of collisions involving pedestrians and bicyclist.
5. **Identify and promote safe driving and pedestrian behavior** for all motorist and public safety professionals at the scene of emergency events.



## Aggressive Driving:



An aggressive driving crash occurs when at least one driver in the crash was reported to be driving aggressively, defined by having one of the following values in the first two Contributing Circumstance fields from the standard crash report form.

Failed to yield the right-of-way  
Failed to obey traffic signal  
Failed to keep right of center  
Wrong way on a one way street  
Too fast for conditions  
Improper lane change

Failed to obey stop sign  
Failed to obey other traffic control  
Failed to stop for a school bus  
Exceeded speed limit  
Followed too closely  
Improper passing

Historically, there have been very few aggressive driving fatalities in Washington County, with zero occurring in 2015. Minimal serious injuries resulted from such crashes in the County as well, from a high of seven in 2013 (2.4% of all aggressive driving serious injuries) to just three in 2015 (1.6% of all). Those figures mean that in 2015, 7% of all serious injuries in Washington County resulted from aggressive driving crashes. Aggressive driving citations are rarely issued in



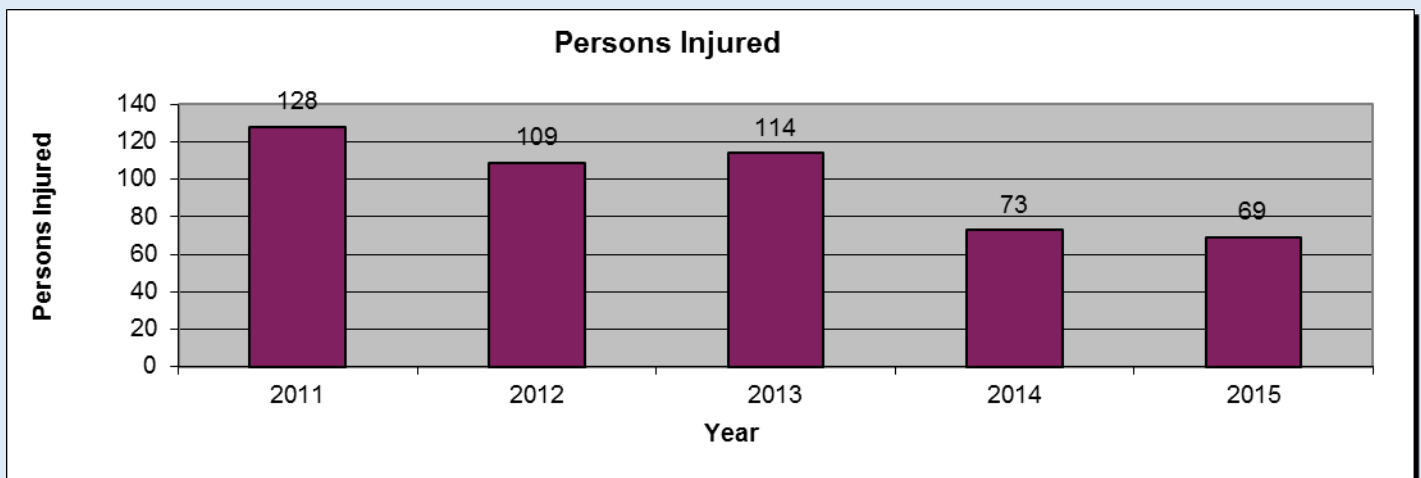
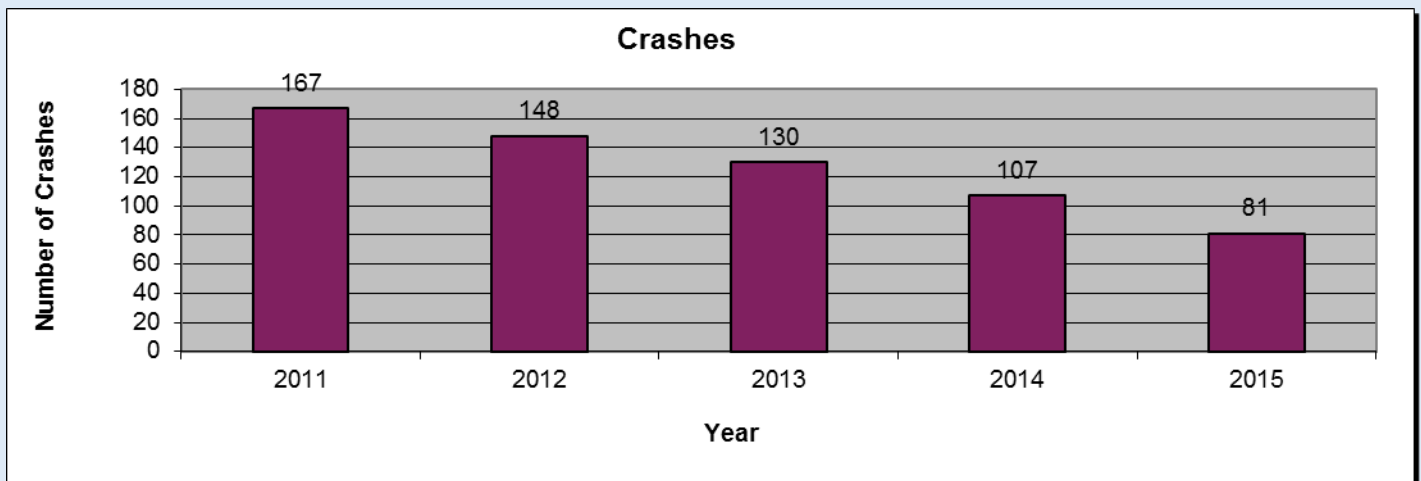
Maryland because a driver must be observed committing three or more specific violations to qualify under the aggressive driving statute. In Maryland, only 797 aggressive driving citations were issued in 2015 and 15 (1.9%) of those were issued in Washington County.

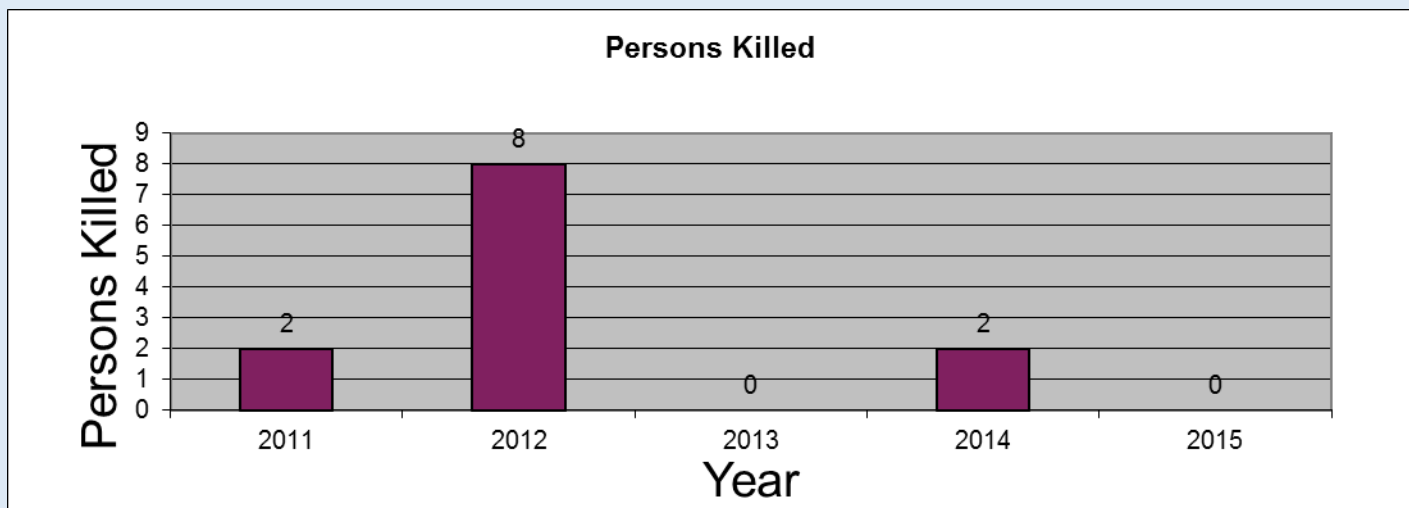
There has been an average of less than ten speed related fatalities in Washington County, with five occurring in 2015. Over the past three years, Washington County has accounted for an average of 8.3% of the State's speeding related fatalities. There has been a significant decline in serious injuries resulting from such crashes in the County as well, from a high of 15 in 2014 (3.3% of all serious injuries in 2015) to a

low of five in 2015 (1.7% of all). However, those figures also mean that in 2015, 29.4% of all fatalities and 11.4% of all serious injuries in Washington County resulted from speed related crashes. This illustrates the significance of the speed related fatalities in Washington County. Speeding violations are very common and those adjudicated through the District Court do not include automated speed enforcement. The State has seen an average of 244,588 speed citations issued over the past three years, with 2.0% of those citations being issued in Washington County. Conversely, close to one-quarter (24.1%) of all Washington County citations in 2015 were issued for speeding.

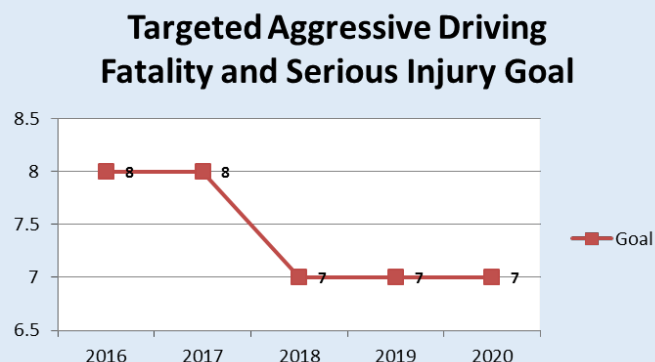
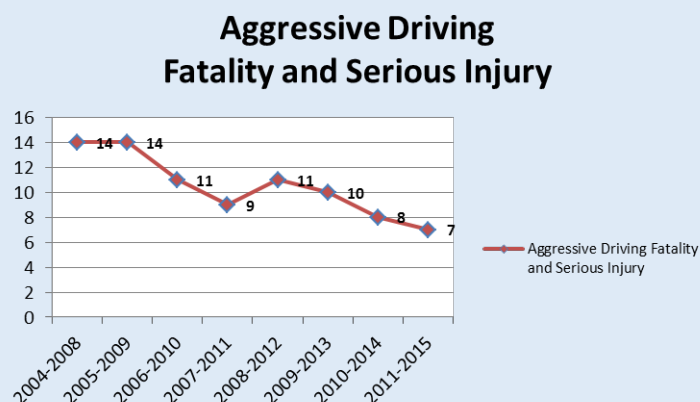
**Washington Co. - Aggressive Driver Involved  
Crash Summary**

	2011	2012	2013	2014	2015	5 Year AVG.	%
<b>Fatal Crashes</b>	2	7	0	1	0	2	1.6
<b>Injury Crashes</b>	75	70	66	49	36	59	46.8
<b>Property Damage Crashes</b>	90	71	64	57	45	65	51.7
<b>Total Crashes</b>	167	148	130	107	81	127	100.0
<b>Total of All Fatalities</b>	2	8	0	2	0	2	
<b>Total Number Injured</b>	128	109	114	73	69	99	





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## Aggressive Driving Strategies

1. Use data-driven approaches to **identify driver behaviors and target audiences** to focus on aggressive and speed-related enforcement, education, engineering, and emergency services.
2. Develop and implement aggressive driving **enforcement practices**.
3. Identify and implement effective **engineering and technological solutions** to reduce aggressive driving.
4. Conduct **public awareness, training, and media programs** aimed at reducing aggressive driving.
5. Promote and support **legislation and adjudication** to reduce aggressive driving such as ADOPT.

## Occupant Protection:

The lack of use of personal restraints or protective equipment is typically not a contributing factor to a crash occurring, but when a crash does occur, the severity of personal injury is greatly affected by the lack of use of this occupant protection equipment.

An unrestrained occupant crash is defined as including a passenger vehicle (automobile, station wagon, van, SUV or pickup truck) occupant:

- Less than 8 years of age recorded as not using a Child/Youth Restraint.
- Eight years of age or older recorded as not using a Lap and Shoulder Belt or Air Bag and Belt, or
- Whose restraint use was recorded as using None or Air Bag Only.



Very few fatalities or serious injuries have occurred as a result of occupant protection over the last three years in Washington County. Fatalities in Washington County resulting from lack of occupant protection decreased from eight in 2013, to seven in 2014, to three in 2015. Serious injuries went from nine in 2013 to six in 2015. These figures account for 4.2% of the State's unrestrained fatalities and 2.1% of the State's serious injuries in 2015.

**MARYLAND DEPARTMENT OF  
TRANSPORTATION  
MARYLAND MOTOR VEHICLE  
ADMINISTRATION  
Maryland Highway  
Safety Office**

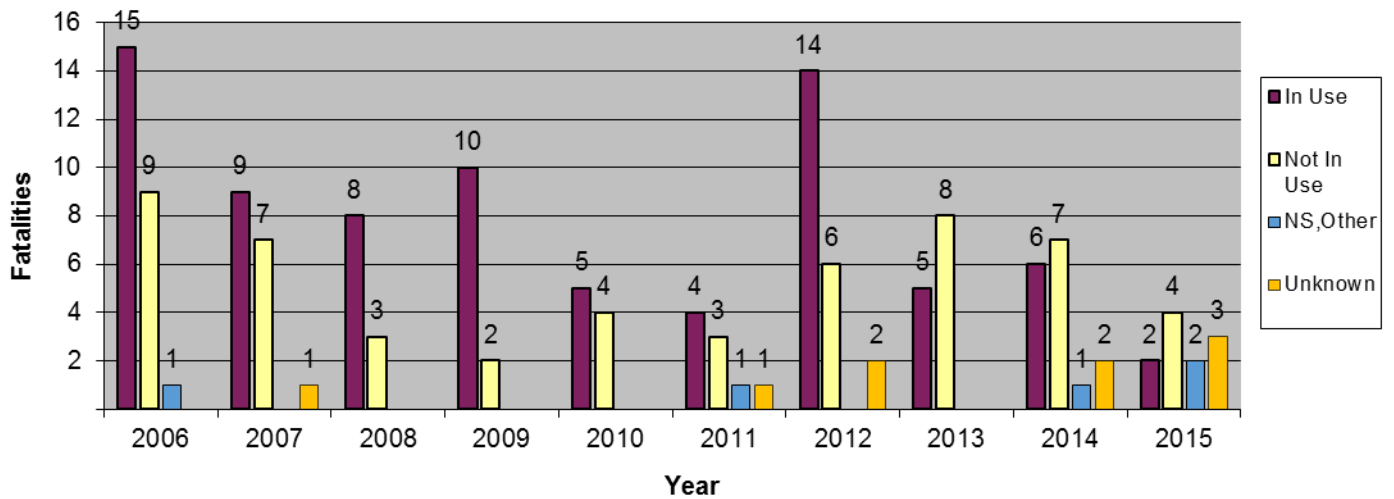
### Washington County Driver or Passenger - Safety Equipment Use

Safety Equipment	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	TOTAL	AVG	%
In Use	15	9	8	10	5	4	14	5	6	2	78	8	53.8
Not In Use	9	7	3	2	4	3	6	8	7	4	53	5	36.6
NS,Other	1					1			1	2	5	1	3.4
Unknown		1				1	2		2	3	9	1	6.2
<b>Dri/Passenger Fatalities</b>	25	17	11	12	9	9	22	13	16	11	145	15	100.0

**Safety Equipment Not in Use - Air Bag Only or None. Excludes motorcycles, mopeds and ATV's.**



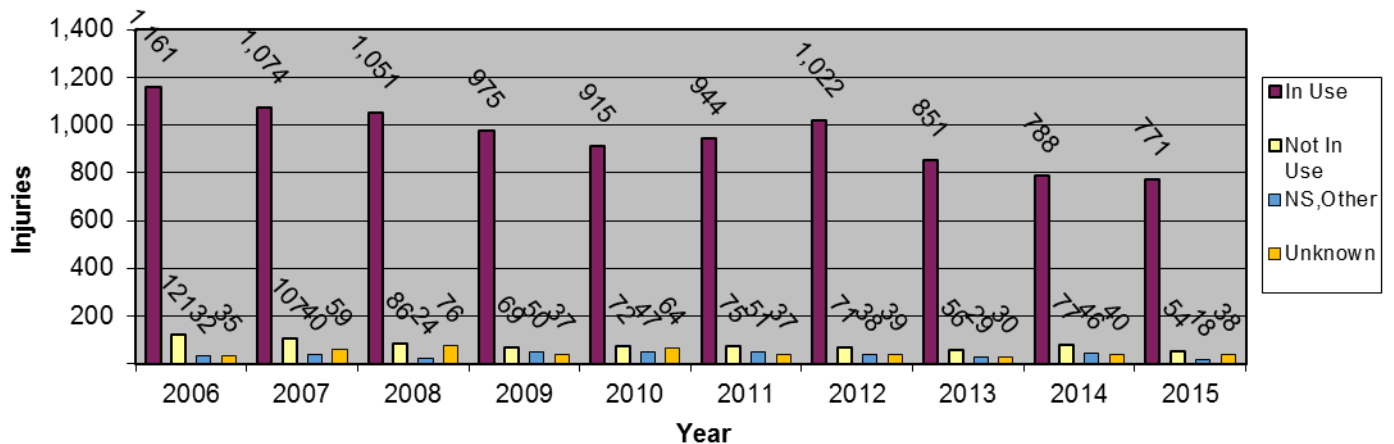
### Washington County - Driver/Passenger Fatalities - Safety Equipment Use



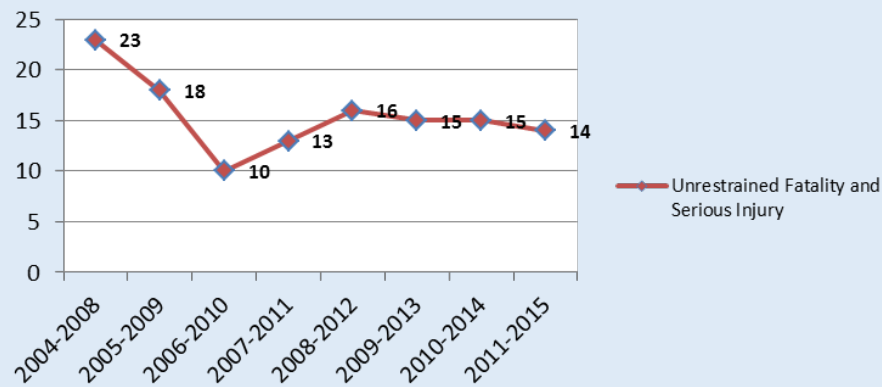
Safety Equipment	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	TOTAL	AVG.	%
In Use	1,161	1,074	1,051	975	915	944	1,022	851	788	771	9,552	955	85.5
Not In Use	121	107	86	69	72	75	71	56	77	54	788	79	7.1
NS, Other	32	40	24	50	47	51	38	29	46	18	375	38	3.4
Unknown	35	59	76	37	64	37	39	30	40	38	455	46	4.1
<b>Dri/Passenger Injuries</b>	<b>1,349</b>	<b>1,280</b>	<b>1,237</b>	<b>1,131</b>	<b>1,098</b>	<b>1,107</b>	<b>1,170</b>	<b>966</b>	<b>951</b>	<b>881</b>	<b>11,170</b>	<b>1,117</b>	<b>100.0</b>

Safety Equipment Not in Use - Air Bag Only or None. Excludes motorcycles, mopeds and ATV's.

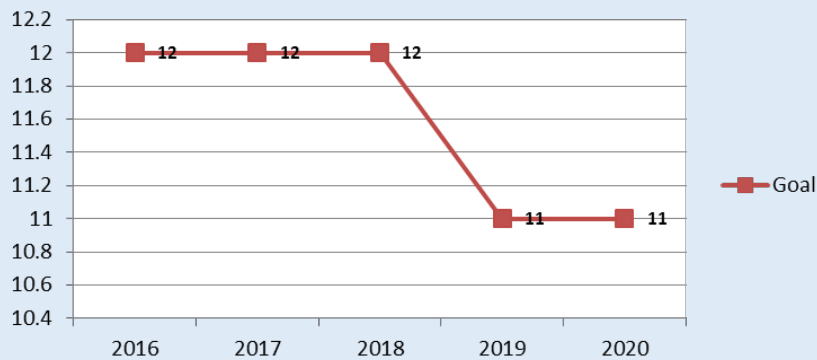
### Washington County - Driver or Passenger Injuries



## Actual Unrestrained Fatality and Serious Injury



## Targeted Unrestrained Fatality and Serious Injury Goal



### Occupant Protection Strategies

1. Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of **occupant protection-related data**.
2. Enhance and improve **enforcement** of adult and child occupant protection laws.
3. Implement adult and child occupant protection **public awareness and education, training, and media campaigns**.
4. Evaluate and recommend **legislation and/or regulations** to advance occupant protection for all ages.

## Impaired Driving:

The National Highway Traffic Safety Administration (NHTSA) defines alcohol impairment as any fatal vehicle crashes involving a driver with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dl) or higher.



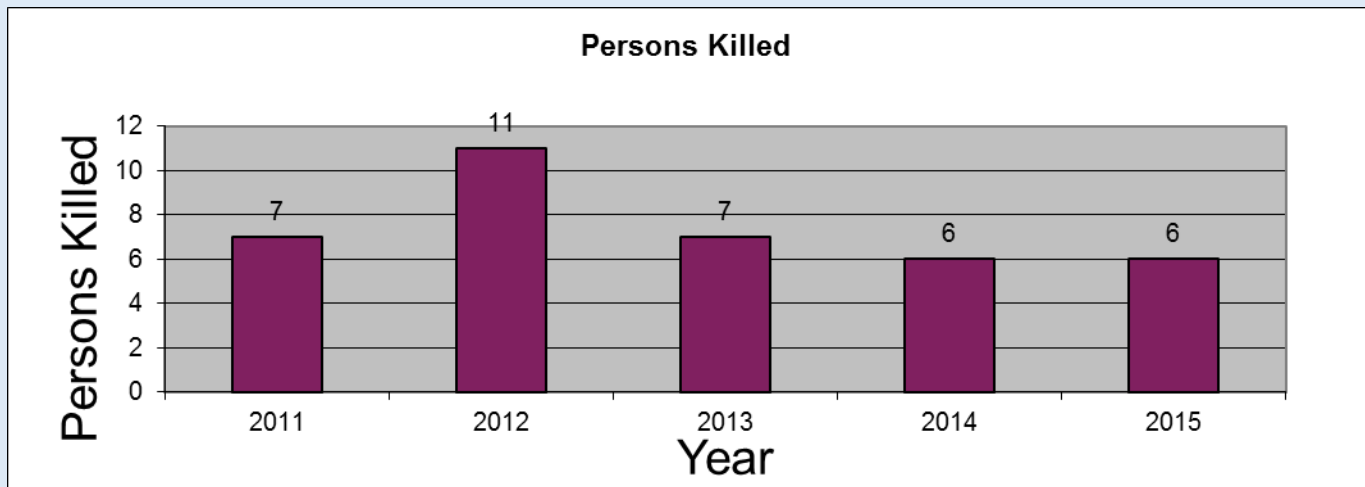
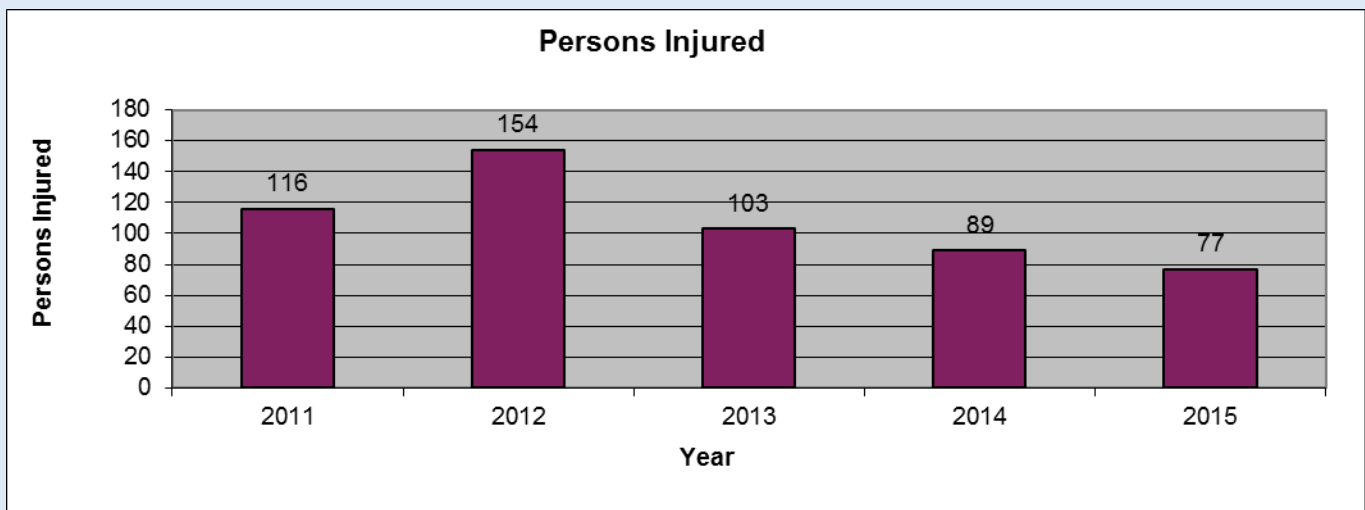
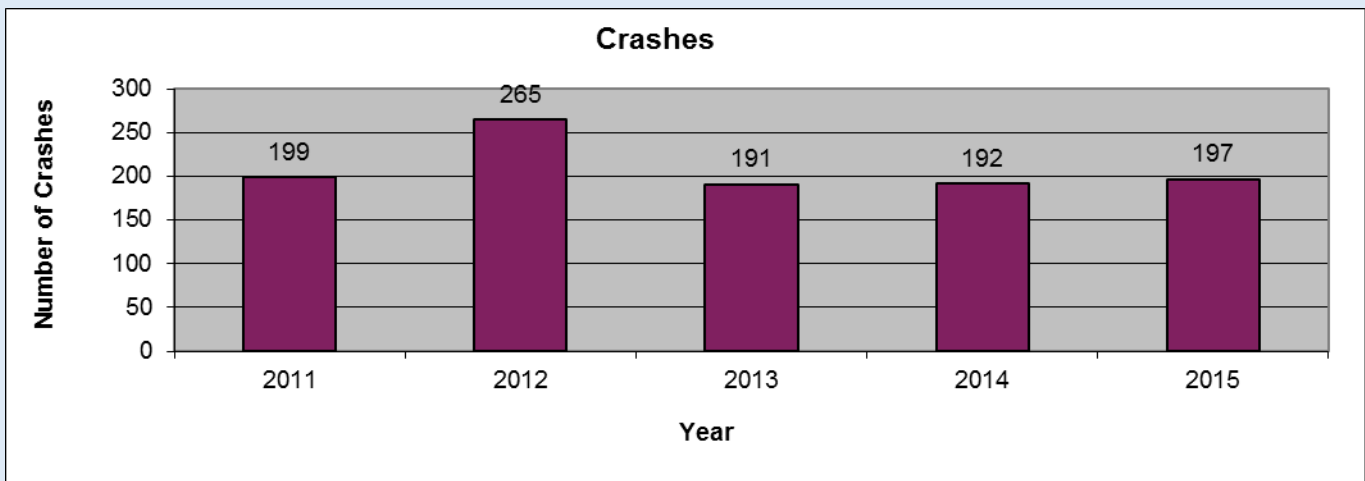
Over the past three years, fewer than ten impaired driving fatalities occurred in Washington County, with just six occurring in 2015. During that time, Washington County has accounted for an average of 4.3% of the State's distracted driving fatalities. There has been a significant decline in serious injuries resulting from such crashes in the county as well, from a high of 20 in 2013 (5.2% of all impaired driving serious injuries) to a low of seven in 2015 (2.0% of all). However, those figures also mean that, in 2015, 35.3% of all fatalities and 15.9% of all serious injuries in Washington County resulted from impaired driving crashes. Correspondingly, impaired driving crashes resulted in 31.1% of all fatalities and 13.2% of all serious injuries in 2015. This shows that Washington County is tracking with the State totals, so impaired driving is a concern but the county is not the worst in the State. Impaired driving arrests relate to driving while impaired by alcohol and/or drugs and several citations are issued at the point of a single arrest. Therefore, all judicial figures related to impaired driving will quantify arrests, not individual citations. Impaired driving arrests have remained fairly steady in Maryland over the past three years, from 23,326 in 2013 to 22,777 in 2014, to 22,051 in 2015. Of those arrests, an average of 1.8% was of older drivers (ages 65+) and 3.9% were of younger drivers (ages 16-20). Washington County had a slight increase from 550 in 2013 to 510 in 2014 to 607 in 2015 which accounted for 2.8% of the State impaired driving arrests in 2015. Of the impaired arrests in the County, an average of 2.0% was of older drivers (ages 65+) and 4.0% were of younger drivers (ages 16-20).



MARYLAND DEPARTMENT OF TRANSPORTATION  
Maryland Motor Vehicle Administration  
Maryland Highway Safety Office

### Washington Co. Driver Involved Alcohol or Drug Impaired Crash Summary

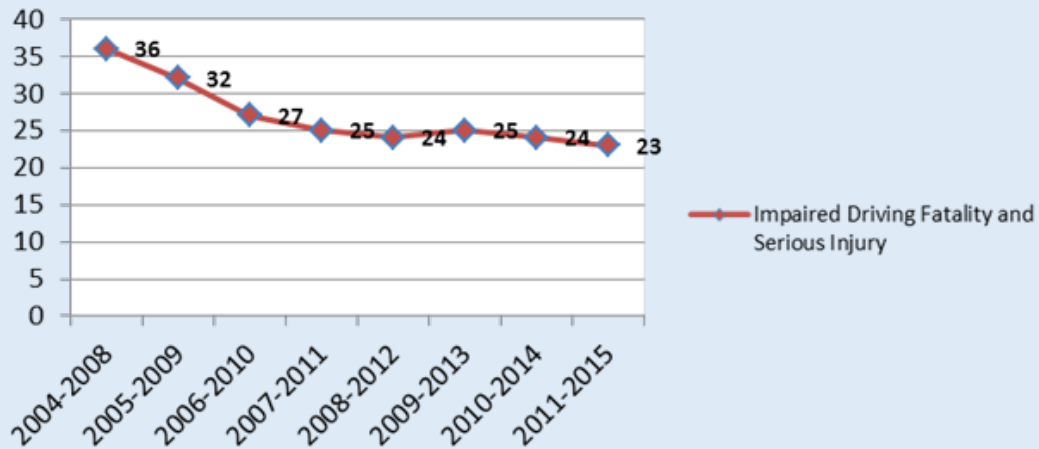
	2011	2012	2013	2014	2015	5 Year AVG.	%
Fatal Crashes	7	11	7	6	5	7	3.4
Injury Crashes	81	107	75	74	59	79	37.9
Property Damage Crashes	111	147	109	112	133	122	58.6
Total Crashes	199	265	191	192	197	209	100.00
Total of All Fatalities	7	11	7	6	6	7	
Total Number Injured	116	154	103	89	77	108	



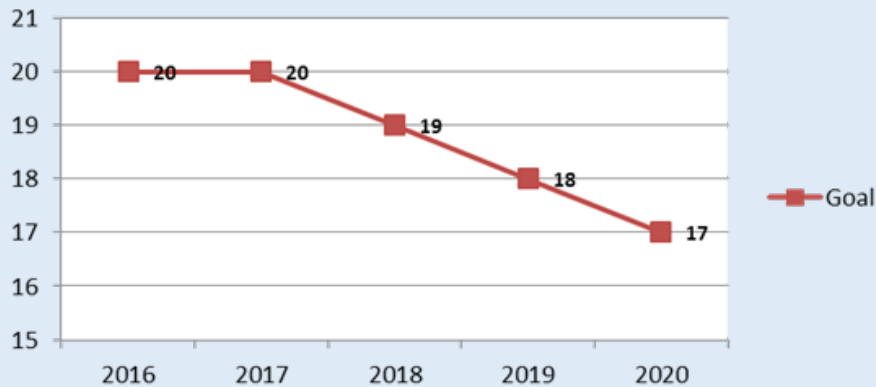
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## Actual Impaired Driving Fatality and Serious Injury



## Targeted Impaired Driving Fatality and Serious Injury Goal



### Impaired Driving Strategies

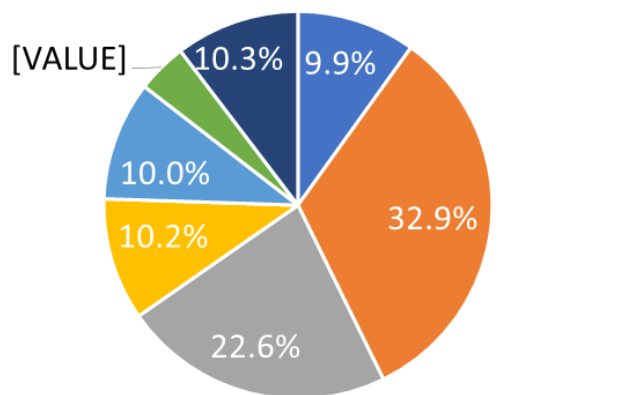
1. Improve the availability, quality, collections, and use of **data** to support impaired driving enforcement, adjudication, programs, and initiatives.
2. Enhance and improve **enforcement** of impaired driving laws.
3. Enhance and improve the **prosecution and adjudication** of impaired driving cases.
4. Investigate and foster the use of **technologies and best practices** to support impaired driving countermeasures.
5. Conduct **outreach initiatives** including, but not limited to, education, training, and media programs to reduced impaired driving.

## Highway Infrastructure:

An average of 10 fatalities and 754 serious injuries occurred in crashes involving infrastructure related issues. While work zone crashes are minimal, run-off the roadway and intersection crashes leave an opportunity to improve.



DISTRIBUTION OF FIXED OBJECTS STUCK IN RUN OFF THE ROAD  
CRASHES IN WASHINGTON COUNTY



- Tree/Shrubbery
- Guardrail/Barrier
- Curb-Wall
- Other/Unknown
- Signs, Light, and Other Poles
- Embankment
- Culvert-Ditch

A **Run-Off-the-Road Crash** is defined as a crash where the first event was recorded as striking a fixed object or running off the road, or the location of the crash was reported as off-road or in the median. An average of 8 fatalities and 290 serious injuries per year resulted from run-off-the-road crashes between 2006 and 2015

**Intersection Crashes** are those crashes reported as occurring in an intersection or being intersection-related (i.e., in a traffic situation resulting from an intersection). An average of 2 fatalities and 443 serious injuries per year resulted from intersection-related crashes between 2006 and 2015.

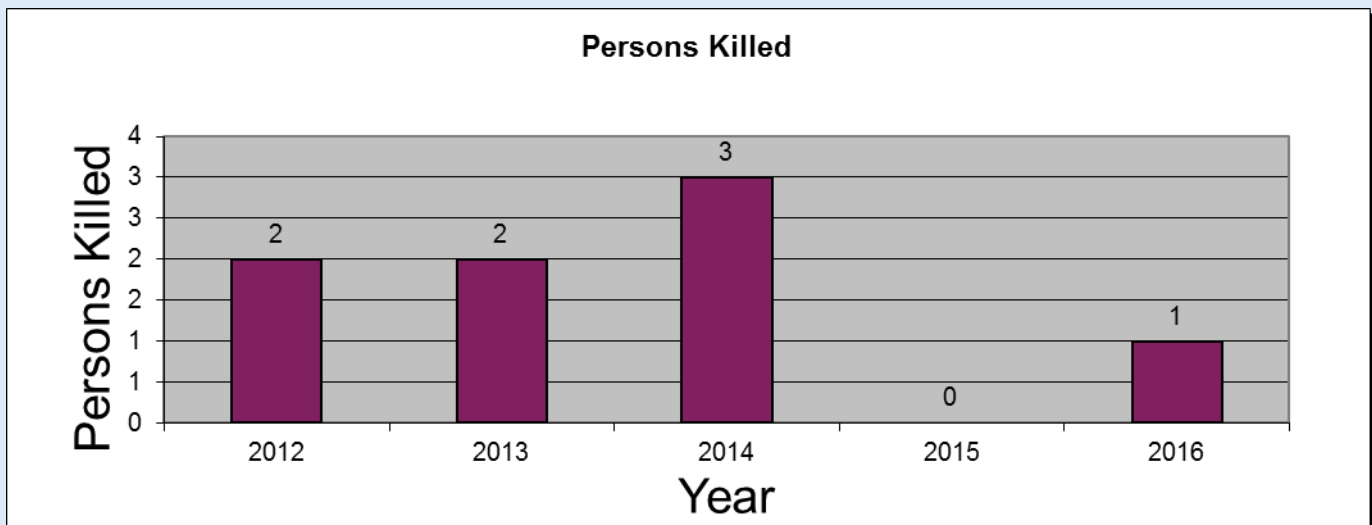
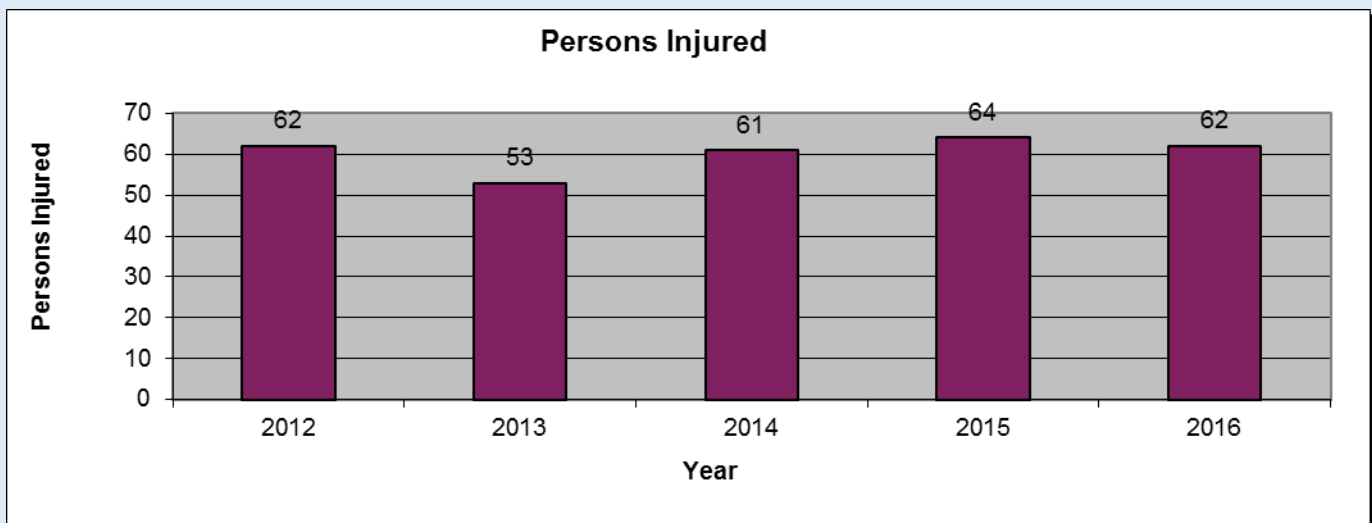
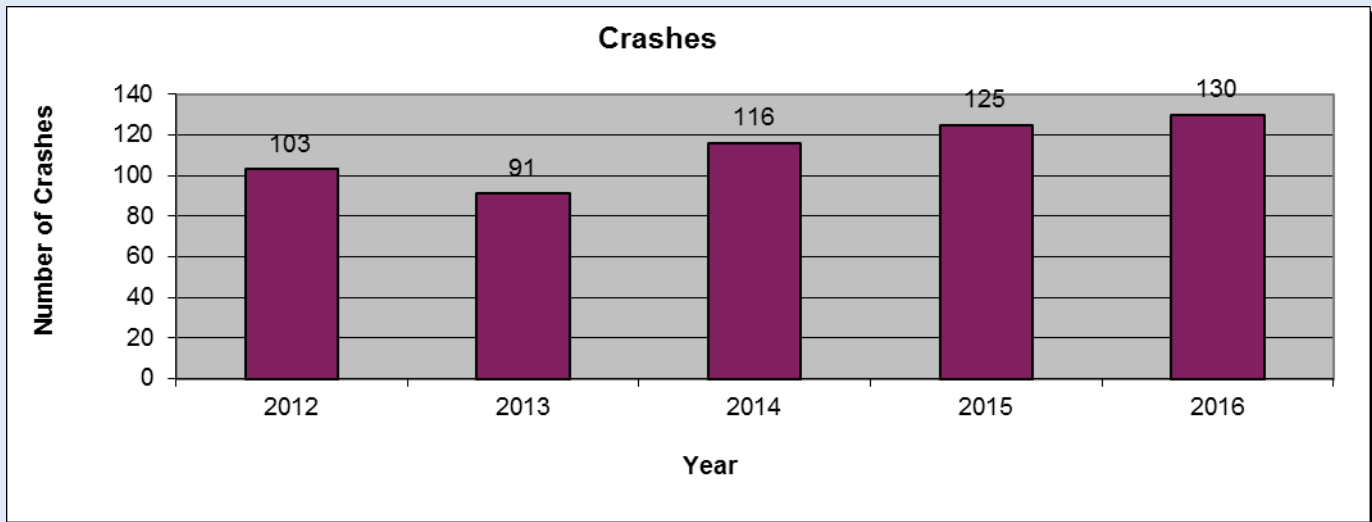
**Work Zone Crashes** are those crashes reported as occurring in a work zone in the standard crash report. They can include construction, maintenance, and utility work zones. Although Washington County has no fatalities resulting from work zone crashes, an average of 20 serious injuries have occurred each year between 2006 and 2015.



MARYLAND DEPARTMENT OF TRANSPORTATION  
Maryland Motor Vehicle Administration  
Maryland Highway Safety Office

### IS81 Crash Summary

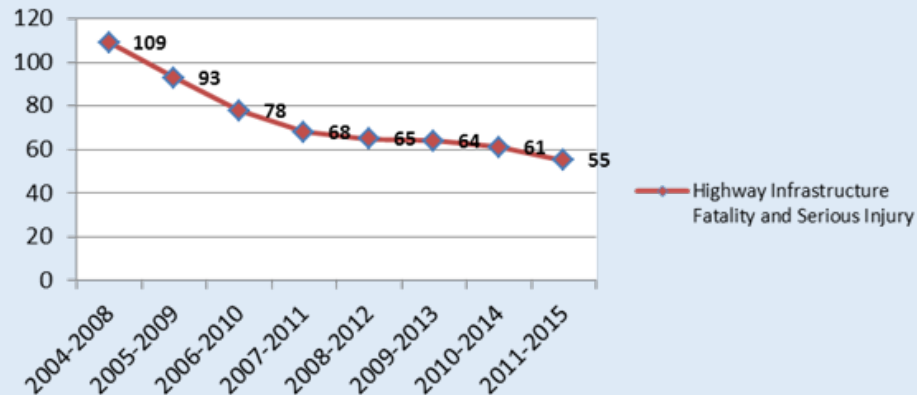
	2012	2013	2014	2015	2016	5 Year AVG.	%
Fatal Crashes	2	2	2	0	1	1	1.2
Injury Crashes	38	40	44	40	34	39	34.7
Property Damage Crashes	63	49	70	85	95	72	64.1
Total Crashes	103	91	116	125	130	113	100.0
Total of All Fatalities	2	2	3	0	1	2	
Total Number Injured	62	53	61	64	62	60	



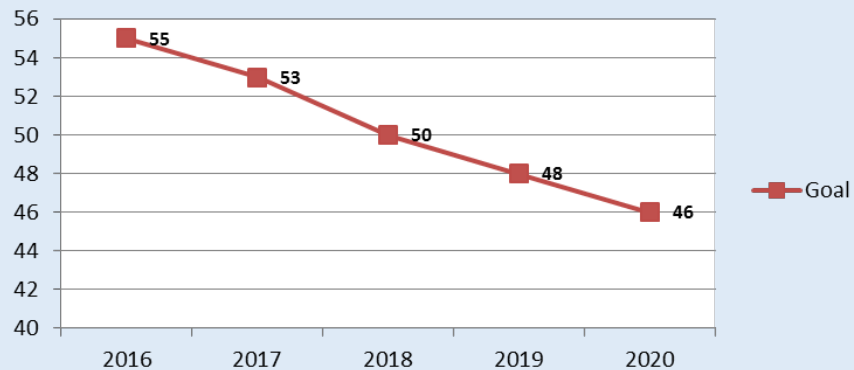
2015 is subject to change. Data is based on reports provided by the Maryland State Police Central Records Division (CRD). 2015 crash reports submitted to CRD during calendar year 2016 (up to December 31, 2016) will be accepted in the database; however, based on an analysis of previous reporting years, nearly all crash reports completed by local agencies have been submitted and processed by this time of year. Revised summary reports may be produced after an analysis is completed on crash reports submitted, or revised, between the run date of this report and December 31, 2016.



## Actual Highway Infrastructure Fatality and Serious Injury



## Targeted Highway Infrastructure Fatality and Serious Injury Goal



## Highway Infrastructure Strategies

1. Identify intersections where the Crash Severity Index is high and implement safety improvements.
2. Identify and target safety improvements along corridors where the Crash Severity Index is high and address roadway elements that contribute to crashes.
3. Identify, develop and implement system-wide improvements that address the safety of vulnerable user groups (e.g., bicyclists, pedestrians, motorcyclists, older and younger drivers, etc).

## Implementation and Evaluation:

Each law enforcement agency in Washington County has adopted this Washington County Strategic Highway Safety Plan and will conduct increased traffic enforcement and implement public awareness strategies according to the specific focus areas identified in this Plan.

The Washington County Strategic Highway Safety Plan Committee will work with other State and local partners to conduct public awareness campaigns and identify infrastructure deficiencies that will reduce crashes in the specific focus areas identified in this Plan.

The Washington County Traffic Advisory Council has also adopted this Washington County Strategic Highway Safety Plan. The Washington County Commissioners and other municipal governments have adopted the Washington County Strategic Highway Safety Plan. This Plan will be taken into consideration as there is discussion and actions taken to improve highway safety in Washington County.

## Washington County Strategic Highway Safety Plan Committee Members:

- **Sheriff Doug Mullendore, Washington County Sheriff's Office**
- **Chief Victor Brito, Hagerstown Police Department**
- **Captain Tom Langston, Hagerstown Police Department**
- **Lt. Joe George, Maryland State Police, Barrick "O"**
- **Major Pete Lazich, Patrol Commander, Washington County Sheriff's Office**
- **Sgt. John Martin, Washington County Sheriff's Office**
- **Merle Saville, Washington County Engineering and Construction (Traffic Advisory Council Chairman)**
- **Karie Braniff, Analyst, Washington County Sheriff's Office**
- **Michael Bible, Law Enforcement Liaison Program Manager at the Maryland Department of Transportation Highway Safety Office**
- **Chris Perkins, State Highway Administration**
- **Chief Chuck Stanford, Boonsboro Police Department**
- **Chief T J Buskirk, Hancock Police Department**
- **Chief George Knight, Smithsburg Police Department**
- **Charles Summers, Deputy Director Emergency Management for Washington County.**