

## Baltimore City FFY2023 Problem Identification

### Overall

Baltimore City accounted for 9.8% of the population and 5.9% of the vehicle miles traveled (VMT) in the State of Maryland on average over the past three years (2018-2020). During that time, an annual average of 50 traffic fatalities have occurred in the City, which have steeply increased, ranging from 34 (6.6% of all fatalities in the State) to 49 (9.2%) to 68 (11.9%). The number of serious injuries (defined as KABCO=4 on the police crash report) over the past three years in Baltimore City has been alternating, ranging from 430 to 471 to 440, which are 13.3%, 15.1% and 16.2% of the State total for serious injuries in 2018, 2019, and 2020 respectively.

Usually over four hundred thousand citations for traffic violations are issued across the State and adjudicated in Maryland District Courts each year (449,381 in 2018 and 438,451 in 2019). However, only 323,400 citations were issued and adjudicated in the year 2020 across the State. Over the previous three years, the number of traffic citations issued in Baltimore City has oscillated from 17,702 (3.9% of statewide traffic citations) in 2018 to 21,100 (4.8%) in 2019 to 13,858 (4.3%) in 2020. These citations were issued anywhere within the boundaries of Baltimore City to a resident of any jurisdiction, state, or country.

### Aggressive Driving

Aggressive driving fatalities in Baltimore City during the past three years have fallen and risen, with 7 occurring in 2018, 3 in 2019, and 10 in 2020. Serious injuries resulting from such crashes in the City have trended up then down, ranging from 19 in 2018 to 24 in 2019 and 19 in 2020. Aggressive driving crashes occurring in 2020 accounted for 16.4% of all fatalities and 11.0% of all serious injuries in the State.

Aggressive driving citations are rarely issued because a driver must be observed committing three or more specific infractions to qualify under the aggressive driving statute. In Maryland, 793 such citations were issued on average over the past three years. Of those, an average of 23 were issued in Baltimore City (22 in 2018, 21 in 2019, and 25 in 2020).

### Distracted Driving

Since 2018, there have been an annual average of about 14 distracted driving fatalities occurring in Baltimore City. In 2020, distracted driving in the City added 22 deaths to the State's distracted driving fatalities, a point on a trend that has seesawed over the previous three years (12 in 2018 and 9 in 2019). Serious injuries resulting from distracted driving crashes in the City have risen and fallen over the past three years, from 114 in 2018 (7.1% of all distracted driving serious injuries in the State) to 123 in 2019 (8.2% of all) to 114 in 2020 (9.4% of all). In 2020, 32.4% of all fatalities and 25.9% of all serious injuries recorded in Baltimore City resulted from distracted driving crashes.

Distracted driving citations issued in Maryland during the past three years have decreased significantly, ranging from 33,655 in 2018 to 33,978 in 2019 and 19,450 in 2020. During the same

period, distracted driving citations issued in Baltimore City have seen a significant decrease, ranging from 1,246 in 2018 to 1,217 in 2019 and 506 in 2020. As a proportion of the distracted driving citations issued statewide, those handed out in the City accounted for 3.7% in 2018, 3.6% in 2019 and 2.6% in 2020.

## Impaired Driving

Over the past three years, an average of 15 impaired driving fatalities occurred per year in Baltimore City. Fatalities from such crashes have been increasing, ranging from 6 (4.3% of all impaired driving fatalities in Maryland) in 2018 to 18 (11.8% of all) in 2019 to 21 (11.3% of all) in 2020. Serious injuries resulting from such crashes in the City over the same time period have oscillated, ranging from 14 in 2018 (3.0% of all impaired driving serious injuries in the State) to 34 in 2019 (7.0% of all) to 25 in 2020 (5.5% of all). In 2020, 30.9% of all fatalities and 5.7% of all serious injuries in Baltimore City resulted from impaired driving crashes, compared to 32.5% of all fatalities and 16.7% of all serious injuries from impaired driving crashes occurring throughout the State.

Impaired driving relates to driving while impaired by alcohol and/or drugs or controlled dangerous substances. Several citations may be issued at the point of an encounter with an impaired driver. Therefore, all judicial figures related to impaired driving will be quantified using arrests, not individual citations. Impaired driving arrests have steeply decreased in Maryland over the past three years, from 18,403 in 2018 to 18,279 in 2019 to 13,651 in 2020. During the same period, impaired driving arrests have trended up then down in Baltimore City, ranging from 812 in 2018 to 975 in 2019 to 660 in 2020. As a proportion of impaired driving arrests in the State, the number of impaired driving arrests in the City accounted for 4.4% in 2018, 5.3% in 2019, and 4.8% in 2020. Of the impaired arrests in the City in 2020, 3.5% were of older drivers (ages 65+) while 2.0% were of younger drivers (ages 16-20).

## Speeding

During the past three years, Baltimore City averaged 15 speeding related fatalities per year, which have trended down then up over that time: 15 in 2018, 7 in 2019 and 24 in 2020. Serious injuries resulting from such crashes in the City over the past three years have increased, ranging from 27 in 2018 to 26 in 2019 and 31 in 2020. In 2020, 21.8% of statewide speeding related fatalities and 10.4% of statewide speeding related serious injuries resulted from crashes in Baltimore City. Over the same year, 35.3% of all fatalities and 7.0% of all serious injuries recorded in Baltimore City were the result of crashes involving driving speed.

Speeding citations are very common even though those adjudicated through the District Court do not include automated enforcement. Speeding citations issued in Baltimore City have been alternating over the past three years, with 4,197 (2.1% of statewide speeding citations), 4,586 (2.5% of statewide), and 2,984 (2.0% of all) issued in 2018, 2019, and 2020, respectively. Statewide speeding citations have steeply decreased over the same three years: 195,649, 182,213, and 151,419. Speeding citations comprised 21.5% of all Baltimore City citations in 2020.

## Non-motorists

Non-motorists are defined here as pedestrians (on foot) and bicyclists. Pedestrian fatalities in Baltimore City have increased and leveled off over the previous three years, from 9 (2018) to 19 (2019) to 19 (2020), while serious injuries have steeply decreased, ranging from 139 (2018) to 123 (2019) to 102 (2020). The occurrence of bicyclist fatalities in Baltimore City has remained relatively constant, with 0 in 2018, 2 in 2019, and 1 in 2020, while serious injuries to bicyclists have increased, ranging from 13 in 2018 to 17 in 2019 to 21 in 2020.

Very few non-motorist citations are issued throughout the State, to either the pedestrian or the motor vehicle driver. Typically, more violations are issued to drivers, and in Baltimore City 15 were issued to drivers against pedestrians or bicyclists in 2020, while 2 were issued to pedestrians or bicyclists that year. As a proportion of statewide totals (933 and 235), those numbers represent 1.6% and 0.9%, respectively, in 2020.

## Motorcycles

Motorcycle rider fatalities have stayed about the same over the past three years in Baltimore City, ranging from 4 (2018) to 4 (2019) to 3 (2020). Serious injuries to motorcyclists have fluctuated, ranging from 28 (2018) to 19 (2019) to 34 (2020). The 2020 figures account for 3.8% of motorcycle rider fatalities and 10.8% of rider serious injuries that occurred in the State.

Maryland has had a universal helmet law in place for several decades, consequently the incidence of unhelmeted motorcyclists involved in a crash is low. The State has averaged 7 unhelmeted motorcycle rider fatalities per year over the past three years, therefore, unhelmeted motorcycle fatalities in Baltimore City have stayed about the same (an average of 1 per year). However, 23 seriously injured riders in Baltimore City were unhelmeted in 2020, which is 26.4% of the State total (compared to 13 in 2018 and 9 in 2019).

## Older Drivers

In Maryland, older driver safety programs focus on drivers of age 65 years or older. The data presented here on fatalities and serious injuries include any person involved in a crash with an older driver. Older drivers were involved in crashes that resulted in an average of 94 fatalities in Maryland each year (85 in 2018, 105 in 2019 and 91 in 2020). During that time, serious injuries resulting from these crashes in Maryland have seen a significant decrease, ranging from 518 in 2018 to 512 in 2019 to 381 in 2020. Fatal crashes involving older drivers in Baltimore City averaged 6 over the same period (ranging from 4 in 2018, 7 in 2019 to 6 in 2020). Further, serious injuries resulting from these crashes in the City have fallen and risen, ranging from 51 in 2018, 37 in 2019 to 42 in 2020.

A total of 10,971 citations for moving violations or restraint usage were issued to drivers of age 65+ in Maryland in 2020. Over the past three years, the number of traffic citations issued to older drivers in Baltimore City has risen and fallen from 457 (2.7% of those issued statewide) in 2018 to 565 (3.2%) in 2019 to 299 (2.7%) in 2020.

## Young Drivers

In Maryland, young driver safety programs focus on individuals between ages 16 and 20. The data presented here on fatalities and serious injuries include any person involved in a crash with a young driver. Young drivers were involved in crashes that resulted in an average of 52 fatalities in Maryland each year (54 in 2018, 46 in 2019, and 56 in 2020). During that time, serious injuries resulting from these crashes in Maryland have fluctuated, ranging from 384 in 2018 to 407 in 2019 to 345 in 2020. In 2020 there were 5 fatalities involving young drivers in Baltimore City, a number that has fallen and risen over time, with 6 in 2018 and 2 in 2019. Further, serious injuries due to crashes involving younger drivers have trended up then down over the same time period, from 30 in 2018 to 44 in 2019 to 42 in 2020.

A total of 35,236 citations for moving violations or restraint usage were issued to drivers of age 16-20 in Maryland in 2020. Over the past three years, the number of traffic citations issued to younger drivers in Baltimore City has varied: 1,065 (2.5% of those issued statewide), 1,330 (3.2%), and 1,255 (3.6%) in 2018, 2019, and 2020, respectively.

## Occupant Protection

An unrestrained occupant is defined as a child under the age of eight not reported to be restrained in a child safety seat (which includes harness and booster seats) or a person over the age of eight not reported as restrained by a seat belt while riding in a passenger vehicle or light truck. Unrestrained occupant fatalities have increased over the past three years in Baltimore City, ranging from 7 (2018) to 9 (2019) to 17 (2020). Serious injuries have increased over the same period: 29 (2018) to 30 (2019) to 38 (2020). The 2020 values accounted for 13.3% of the unrestrained fatalities and 9.8% of the unrestrained serious injuries occurring in the State.

In 2020, 16,858 citations were issued statewide for safety equipment violation (including seat belt violations and child safety seat violations), which was a much lower total when compared to the numbers issued in the previous years (27,342 in 2018 and 29,660 in 2019). In Baltimore City, 896 such citations were issued in 2020, representing 5.3% of the statewide total, compared to 1,810 from 2018 and 1,909 from 2019. The MHSO conducts an annual roadside survey of seat belt usage in Maryland. The statewide observed seat belt usage rate for Maryland in 2020 among drivers and front seat passengers of all vehicles was 91.4%, while the overall observed seat belt usage rate for Baltimore City was 94.7%.

**Note:** Citation frequencies and percentages reported here may be underestimates of actual issued citations due to an ongoing system conversion.