SAFE SYSTEM APPROACH (SSA) PROJECT

Advancing SSA Locally

June 6, 2023 – Tech Committee

BALTIMORE
METROPOLITAN
COUNCIL

Re-Thinking Transportation Safety

- Roadway deaths are flat or rising, even in states, like Maryland with strong safety programs

- Move away from business as usual

- Re-think how to approach safety practice, using the Safe System Approach (SSA), to achieve reductions

Total Fatalities					
	2018	**2019**	**2020**	**2021**	**2022**
Anne Arundel	55	42	49	39	45
Baltimore City	34	49	68	48	45
Baltimore County	85	60	63	78	66
Carroll	11	14	16	7	9
Harford	12	17	17	18	21
Howard	20	23	29	33	29
Queen Anne's	5	3	6	4	4
Whole Region	222	208	248	227	219
Maryland	512	535	573	562	543

Ped/Bike Fatalities					
	2018	**2019**	**2020**	**2021**	**2022**
Anne Arundel	20	12	14	5	13
Baltimore City	10	21	20	21	20
Baltimore County	28	22	21	26	16
Carroll	1	6	3	0	2
Harford	3	2	2	6	4
Howard	6	2	7	12	6
Queen Anne's	0	0	2	1	1
Whole Region	68	65	69	71	62
Maryland	136	134	147	133	136

Safe System Approach
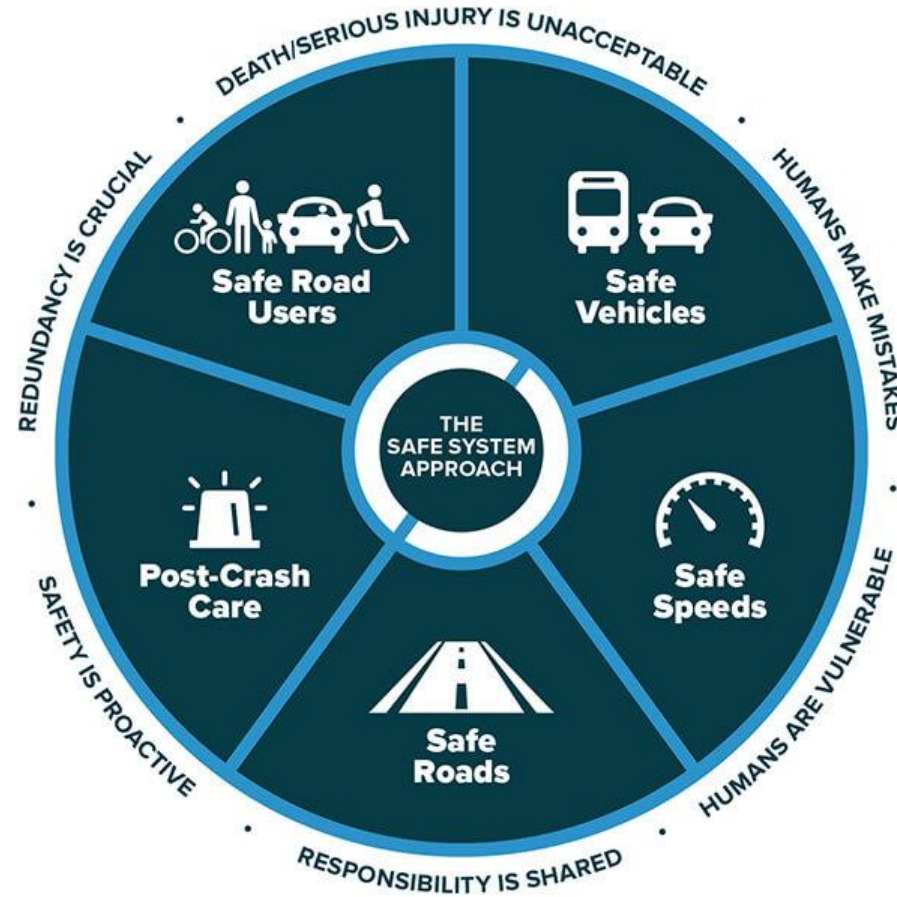
Source: FHWA.

BMC SSA Project

- Identify how the SSA wheel could be applied at a local transportation agency
- What is already being accomplished to address a SSA
- What are the biggest gaps and challenges
- Best Practices, Case Studies, Guidance

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

Steering Committee Meetings

- Meeting #1: Purpose and Project Expectations (October 2022)

- Meeting #2: Results from Local Workshops and Input on Best Practices and Case Studies (March 2023)

- Meeting #3: Feedback on Draft Guide (June 2023)

Three Workshops

- Developed benchmarks to evaluate how SSA elements, culture and equity were being addressed

- Baltimore County (Nov 14)

- Carroll County (Dec 6)

- Baltimore City (Feb 10)

Workshop Outcomes

Safe Speeds

Benchmarks	State of Practice	Local SHSP Integration	Priority Level	Priority Action Item
Appropriate practices are followed to set speed limits based on context	INSTITUTIONAL	✓	HIGH	■ Continue with the formal process in place to look at 85th percentile speed and other data points (sight distance, turns, users along roadway) to evaluate speed limits.
Speed limits are being enforced	INSTITUTIONAL	✓	HIGH	■ Continue collaboration between County Engineer's Office and County Sheriff's Office to utilize a data-driven approach to enforce speed limits.
There is ongoing education/campaigns related to speed	INSTITUTIONAL	✓	HIGH	■ Use the local SHSP meetings to discuss and identify other education efforts related to speed. Enforcement discussed their efforts to give warnings versus fines as being effective. Developing a speed education tool (PPT, video, brochure) was also identified. It would educate the public on what speed is, why it's a safety challenge, what happens with speed-related fines, etc.)
Roadway design to advance self-enforcing speeds is prioritized	INSTITUTIONAL	✓	MED	■ Continue the Traffic Calming Program Neighborhood Committee. ■ Continue to use data-driven analysis to identify countermeasures for speed (roundabouts, painting larger shoulder lines, etc.)
Ability to conduct automated enforcement and/or lower speed limits	OCCASIONAL PRACTICE	✓	LOW	
Studies are conducted to evaluate speed-related improvements	INSTITUTIONAL	✓	LOW	

Baltimore County

- Addressing most of the SSA benchmarks as either an institutional or occasional practice
- Enforcement efforts
- Advanced driver assistance training
  - BC Public School
- Leadership engagement
  - STAT meetings

- Equity component
- Regular SHSP committee meetings
  - Adding representation (public, community-based organizations)
- Coordination of agency safety messages
- Speed-related education
- Accurate and consistent data
- Following maintenance policies

Carroll County

- Most benchmarks are addressed as institutional or occasional practice
- Established Department of Fire & EMS (interagency coordination to accurately code crashes)
- Engineering and behavioral integration on corridor evaluations

- Tracking and evaluating strategies and actions
- Increasing public engagement
  - "Fresh" perspective and ideas
- Including an equity component
- Developing a data dashboard

Baltimore City

- The completion and adoption of Complete Streets Manual

- Dedicated funds for tactical urbanism and quick build

- Complete Streets in resurfacing program

- Equity in Traffic Calming Program

- Priority of high crime rates over transportation safety

- Bandwidth and resources to maintain, analyze, and share data

- Awareness and training on safety resources

- Meaningful transportation safety coordination

Best Practice Review

- Data Management, Accuracy, Analysis

- Agency Culture

- Safety Messaging and Communications

- Public Engagement on Safety

- Equity and Safety Decision-Making

- Project Prioritization and Readiness

Case Studies

- Rural community
- Customized SSA in planning
- Equity
- Public engagement focus
- Safety culture

- Suburban/urban community
- SSA analysis focus
- Policy to implementation

- Urban community
- Strong safety foundation
- Equity
- Public engagement focus

Guidebook

- Project Goals and Outcomes
- SSA Defined
- Measuring SSA Integration
- SSA Integration Approaches
  - "How to" consider SSA in culture, equity, engagement, analysis, policy and strategy development, prioritization, implementation, and evaluation

BMC SSA Guidelines for Local Agencies
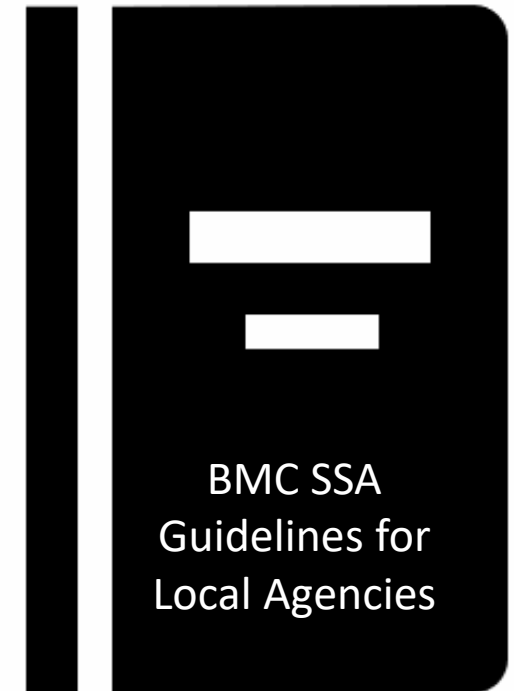
Next Steps

- Best Practices Memo (complete - being formatted)
- Three Case Studies (drafted – being reviewed)
- Draft Guidelines (being drafted)
- Steering Committee Meeting #3 (late June)