

# Vision Zero Salisbury

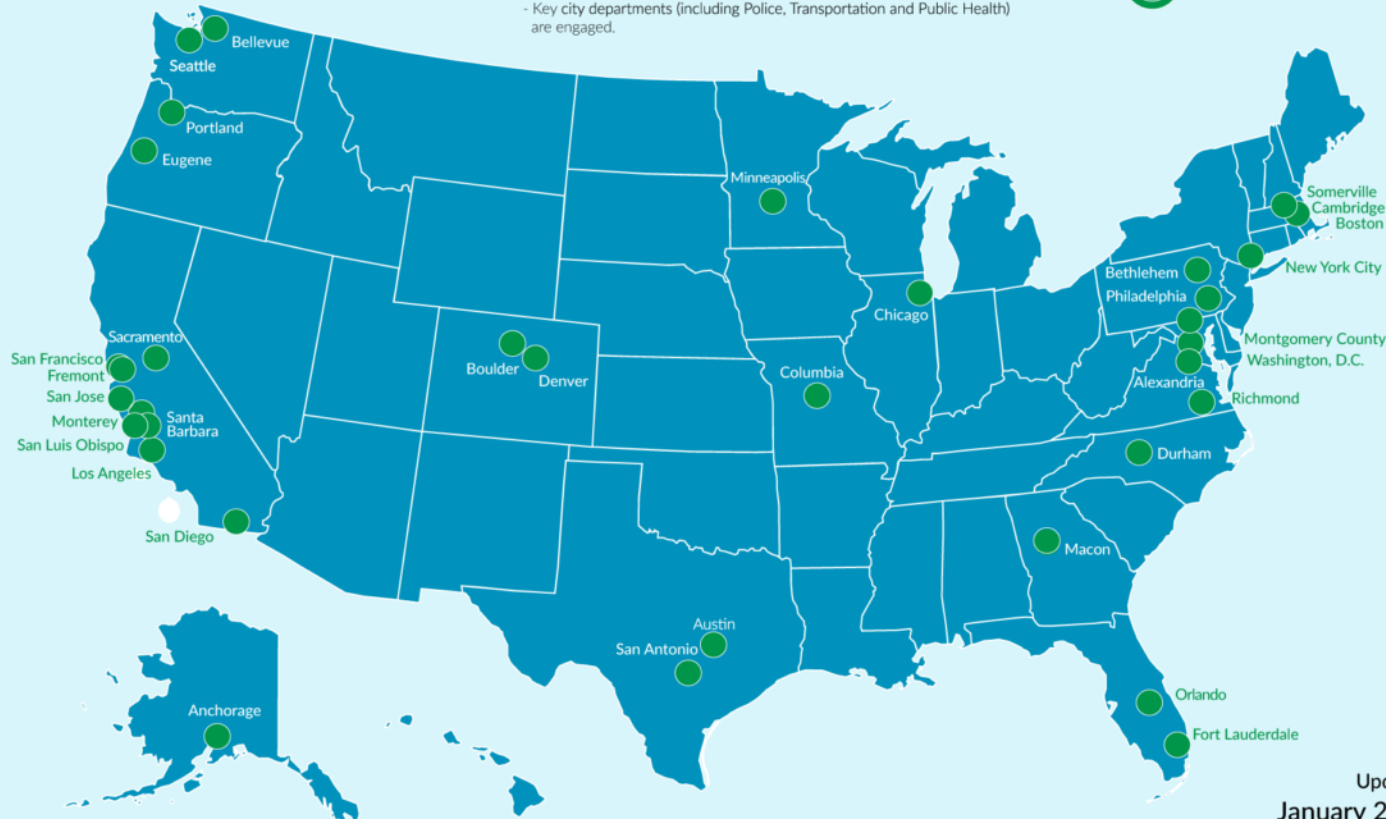
Department of Infrastructure & Development

# VZSBY Cities that have Adopted VZ

## Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



Updated  
January 2018



# VZSBY What is Vision Zero?

- Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.

(courtesy Vision Zero Network)

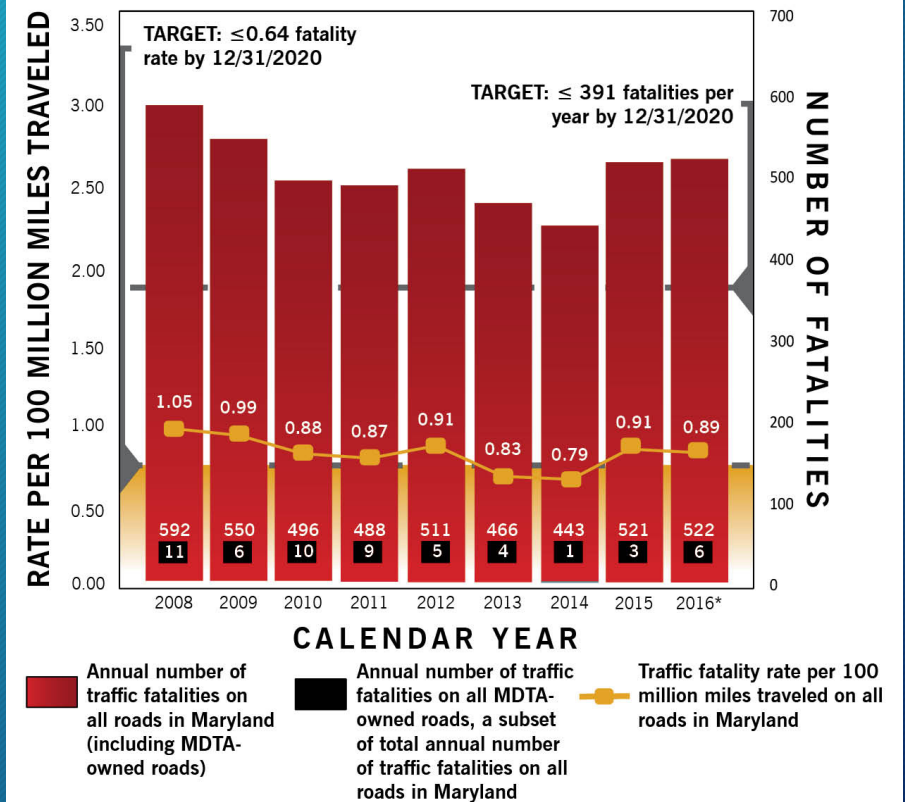


Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.

# VZSBY The Current Problem

- Each year, more than 40,000 people are needlessly killed on American streets.
- While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety
- Because Pedestrians and Cyclists fear for their safety on our streets, there is no true freedom of mobility

## ANNUAL NUMBER OF TRAFFIC FATALITIES ON ALL ROADS IN MARYLAND



\* 2016 data is preliminary and subject to change.



# VZSBY Vision Zero vs. Traditional Approach

## TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behavior

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

**VS**

## VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

Saving lives is **NOT EXPENSIVE**

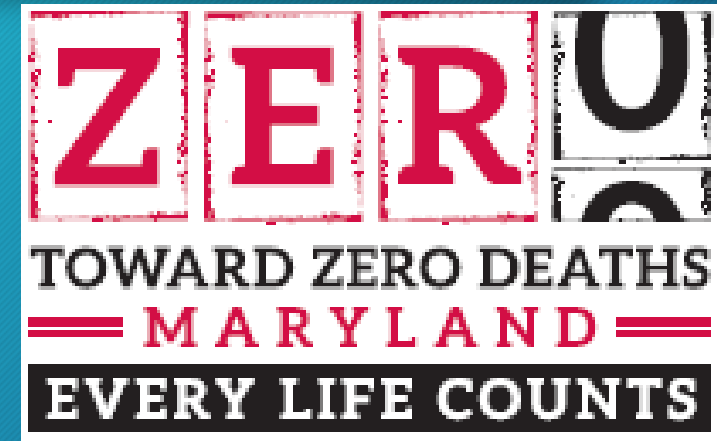
# VZSBY Vision Zero Core Beliefs

- Recognizes that people make mistakes, and that mistakes should not be fatal
- Speed is the number one factor in death (or serious injury) vs. survival
- “Systemic Safety”- Places the responsibility of safety on the system as a whole and not the individual
- Encourages the formation of a multidisciplinary team to set and enact safety improvements and measures - Engineers, Planners, Police, Fire, Community Organizers etc...



# VZSBY What Does this mean for Salisbury

- MDOT-MHSO has asked each County to create a Strategic Highway Safety Plan to move toward the State's "Toward Zero Deaths" Goal. Wicomico County has DECLINED.
- Salisbury, as the only urban area in Wicomico County, has a vital interest in pedestrian and cyclist safety, but also needs to allow for large numbers of daily commuters who work or shop, but do not live in, the City
- Salisbury's growing Bike and Pedestrian networks are incompatible with high speed highways, arterials and collectors



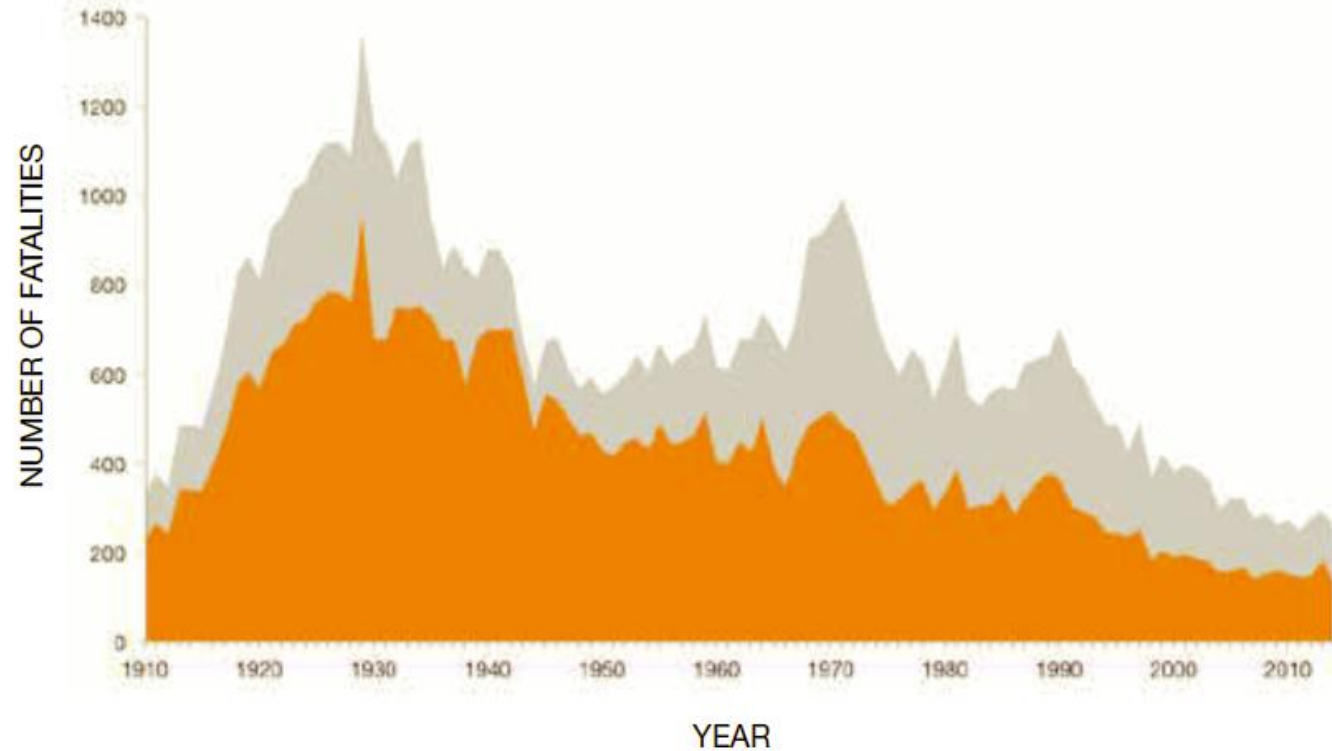
# VZSBY    How does VZ fit in with City Plans?

- Mandates speed reduction and traffic calming
- Prioritizes prevention of crashes via design methods - Bike Lanes, bulb-out etc...
- Recognizes that some crashes are inevitable and uses “forgiving design” to ensure that crashes are not fatal
- Prioritizes Pedestrian and Cyclists safety especially in low-moderate income areas
- Has a standard set of engineering best practices (NACTO guides) and consultants are beginning to specialize in Vision Zero implementation
- Is a time-tested and data-supported system to reduce traffic fatalities



## Pedestrian Fatalities

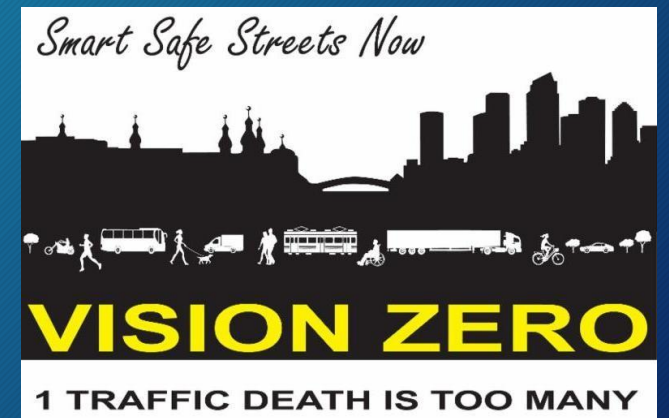
2014 was the safest year for pedestrians in New York City's history and one of the safest years for all New Yorkers since record keeping began in 1910.



The first year of the Vision Zero initiative in New York is on to a promising start. The chart above summarizes Year One, when Vision Zero was getting started, and provides comparisons to prior years. The City will continue to refine its strategies and develop new tactics in order to accelerate its progress towards its goal of eliminating fatalities and serious injuries on City streets.

# How SBY can become an Official VZ City

- We set clear goals of eliminating traffic fatalities and severe injuries
- Mayor has publicly/ officially committed to Vision Zero
- Vision Zero Plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key City departments are engaged.





# How SBY can become a VZ City

- Put Forward an Ordinance that specifically defines the following;
  - A clear goal - Zero fatalities or serious injuries by January 1, 2030
  - Clearly delineate the members of the Working group and who is responsible for leading and administering the effort
  - Mandates the formation of an Action Plan and Yearly Reports
  - Mandates Engineering/Design changes, Police Enforcement and Education/Outreach

# Engineering and Design Principles of VZ

- Speed Control & Separation - add raised crossings, speed bumps, chicanes, pedestrian crossings to minimize speed limit.
- Functional Harmony - a street should avoid having incompatible functions
- Predictability and Simplicity- people make fewer mistakes when they know what to expect and when decisions are simple
- Forgivingness and Restrictiveness - Preventing Mistakes by design and ensuring when mistakes inevitably happen, they are not fatal





# Enforcement

- State Awareness - relates to things outside the realm of road design such as drunk driving, texting and then experienced operators
- Can be policed through increased patrols and saturation patrol techniques
- Funding is available from MHSO for both enforcement and education-Funding must go through Police Department

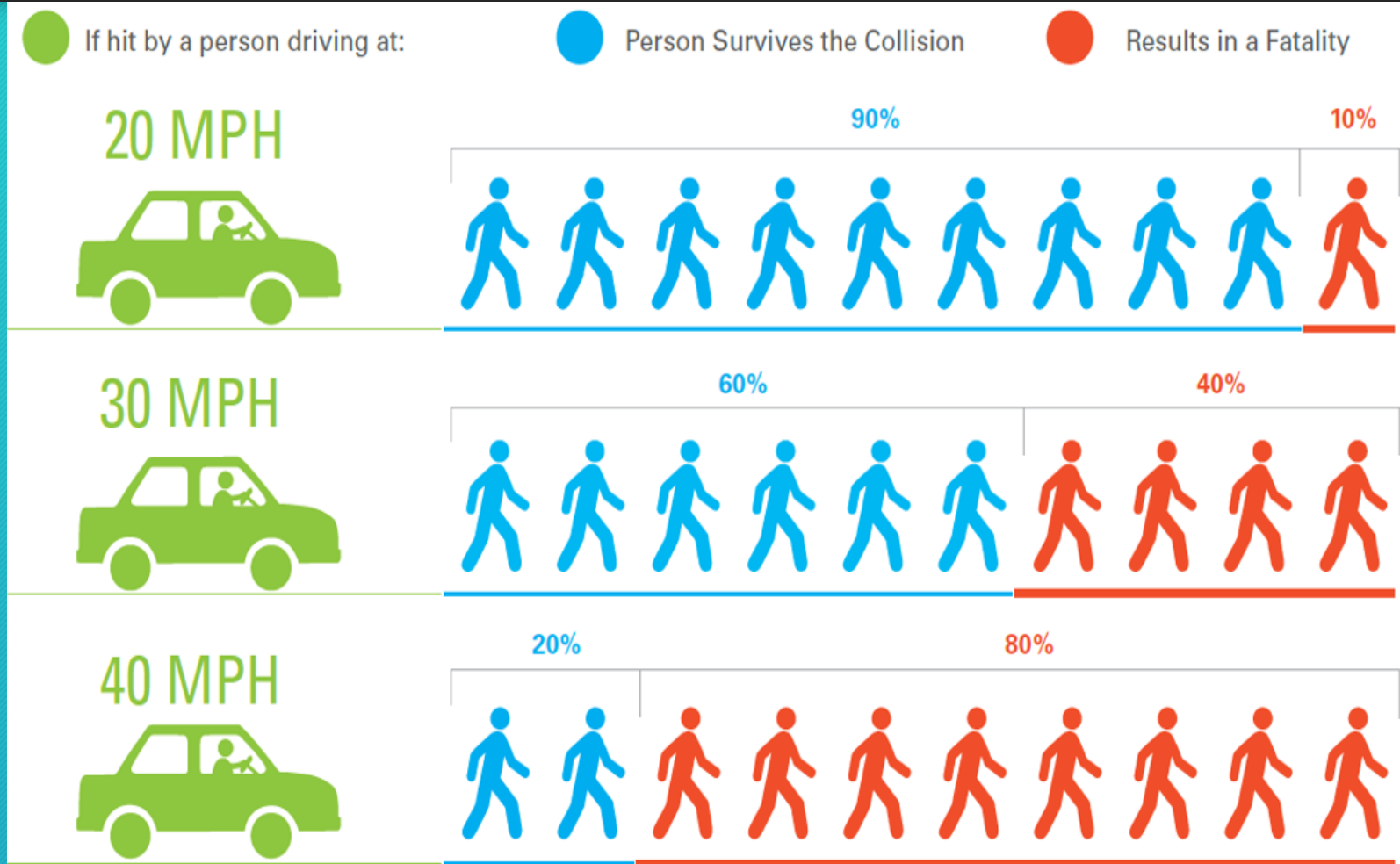
# Education



- DID, SPD, SFD and HCDD can all play roles
- Funding available for education through MHSO and various grant programs such as “Road to Zero” Grant Program from the National Safety Council -Awards regularly in excess of \$150,000



# Step 2 -SPEED, OUR FIRST FOCUS



## Step 2 -SPEED, OUR FIRST FOCUS

- Follow up with a Second Ordinance that delineate types of streets
- Set the Maximum allowable Speed Limits based on type of Street
- Mandate that Design speed shall be the target speed
- Mandate the creation of an enforceable Complete Street Guideline



# VZ SBY The Overall Picture

- Reduce and better manage speeds Citywide
- Form a committee to oversee coordination amongst departments
- Prioritize Outreach and Education
- Set a timeline to achieve Zero

