



**SALISBURY CITY COUNCIL
WORK SESSION AGENDA**

**MAY 18, 2020
ZOOM MEETING**

4:30 p.m. **SPECIAL MEETING – Separate Agenda**

WORK SESSION

- 5:15 p.m. Ordinance to reallocate funds from the City's Capital Project Fund to provide additional money for the Zoo Administration Office project- Field Operations Director Tom Stevenson
- 5:30 p.m. Budget Amendment – GOB Electrical Repairs/Upgrade- Procurement Director Jennifer Miller
- 5:45 p.m. CDBG - Revisions to the City's Citizen Participation Plan- Grants Manager Deborah Stam
- 6:00 p.m. Ordinance- Public Safety Tax Credit- City Administrator Julia Glanz, Police Chief Barbara Duncan, Fire Chief John Tull
- 6:15 p.m. Vision Zero Action Plan presentation- Department of Infrastructure & Development Director Amanda Pollack, Transportation Project Specialist Will White
- 6:45 p.m. Ordinance for rent increase freeze during an emergency- City Administrator Julia Glanz
- 7:00 p.m. Council discussion
- 7:10 p.m. Adjournment

*Times shown are approximate. Council reserves the right to adjust the agenda as circumstances warrant.
The Council reserves the right to convene in Closed Session as permitted under the Annotated Code of Maryland 3-305(b).*

Join Zoom Meeting

<https://us02web.zoom.us/j/85158440184>

Meeting ID: 851 5844 0184

One tap mobile

+13017158592,,85158440184# US (Germantown)

Call 1-301-715-8592

To: Julia Glanz, City Administrator
From: Tom Stevenson, Director of Field Operations
Subject: Fund Reallocation (Zoo Administrative Office/Trailer)
Date: April 23, 2020

Attached please find an ordinance that will have the effect of amending the City's Capital Project Fund budget account to provide additional funding for the Zoo's administrative office/trailer project. The initial request was \$180,000.00 wherein, \$100,000.00 was included in the FY'20 budget. Following numerous reviews of the project, it is believed by using in-house resources the project can be completed for less. Therefore, please consider reallocating bond interest proceeds in the amount of \$40,000.00.

Unless you or Mayor Day have any questions, please advance this request to the City Council for further consideration.

C.c. Andy Kitzrow, Deputy City Administrator

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SALISBURY APPROVING AN AMENDMENT OF THE CITY'S CAPITAL PROJECT FUND BUDGET FUND TO PROVIDE ADDITIONAL FUNDING FOR THE ZOO ADMINISTRATION OFFICE SPACE PROJECT.

WHEREAS, Ordinance No. 2539, FY20 Budget, authorized funding of \$100,000 from bond proceeds for the Zoo Administration Office Project; and

WHEREAS, the Department of Field Operations has estimated an additional \$40,000 is needed to complete the project; and

WHEREAS, the Finance Department has determined that \$40,000 is available in unallocated interest earned on funds in the same pool of capital projects.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SALISBURY, MARYLAND THAT THE City's Capital Projects Fund Budget be and hereby is amended as follows:

Increase Decrease	Account Type	Project Description	Account Description	Account	Amount
Increase	Revenue	Zoo Admin. Office Space	Interest	98019-456110 43032	40,000
Increase	Expense	Zoo Admin. Office Space	Construction	98119-513026-43022	40,000

THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury held on this _____ day of _____ 2020 and thereafter, a statement of the substance of the Ordinance having been published as required by law, was finally passed by the Council on the _____ day of _____, 2020.

ATTEST:

Kimberly R. Nichols, City Clerk

John R. Heath, President
Salisbury City Council

APPROVED BY ME THIS ____ day of _____, 2020.

Jacob R. Day, Mayor



City of
Salisbury
Jacob R. Day, Mayor

To: City Council
From: Jennifer Miller
Director of Procurement
Date: May 18, 2020
Subject: Request for Budget Amendment

I am requesting a Budget Amendment in the amount of \$55,000 to cover necessary safety work in the Government Office Building (GOB). This expense would provide for the relocation of three large transformers from the basement of the GOB to a location outside the building, along with the installation of a disconnect switch near the transformers. Delmarva Power and Light will cover the cost of the new transformers and the installation, while the County and the City would bear the cost of connecting the new transformers to the building. While the failure of a transformer located within a structure is rare, it is possible. Should there be an event, such as a transformer exploding, it would wreak havoc on the entire building, especially the City finance office. Fortunately, there is space relatively close to the existing service entrance for relocation of the transformers.

The work would be performed by Carter's Electrical Service (Pittsville, MD) who holds a master contract with both the City and the County, thereby affording favorable rates for labor and materials. The current estimate of the work is \$110,000, which includes Carter's pricing proposal of \$98,800 and \$11,200 in contingency. This cost would be shared evenly between the City and the County.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SALISBURY APPROVING A BUDGET AMENDMENT OF THE FY2020 GENERAL FUND TO APPROPRIATE FUNDS FOR BUILDING IMPROVEMENTS FOR THE GOVERNMENT OFFICE BUILDING.

WHEREAS, the City of Salisbury has determined the Government Office Building electric system should be improved to relocate transformers to outside the building and allow electric to be turned off from outside should the need arise, thereby providing a safer environment within the Government Office Building; and

WHEREAS, the General Services Department of Wicomico County, who will oversee the work, estimates the cost of the necessary electrical improvements to be \$55,000.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SALISBURY, MARYLAND, THAT THE City's Fiscal Year 2020 General Fund Budget be amended as follows:

- 1) Increase Current Year Surplus (01000-469810) by \$55,000.00
- 2) Increase Buildings (19500-577015) by \$55,000.00

BE IT FURTHER ORDAINED that this Ordinance shall take effect from and after the date of its final passage.

THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury held on this ____ day of _____ 2020, and thereafter, a statement of the substance of the Ordinance having been published as required by law, was finally passed by the Council on the ____ day of _____, 2020.

ATTEST:

Kimberly R. Nichols, City Clerk

John R. Heath, President
Salisbury City Council

APPROVED BY ME THIS ____ day of _____, 2020.

Jacob R. Day, Mayor

Housing & Community Development Department

MEMO

To: Keith Cordrey

From: Deborah Stam

Subject: Resolution Approving the Updated / Revised Citizen Participation Plan for the City of Salisbury

Date: May 14, 2020

As you are aware, the City of Salisbury is an entitlement jurisdiction for Community Development Block Grant (CDBG) funds. As such, we receive an allotment of CDBG funds directly from HUD each year, following HUD's review and approval of our Consolidated Plan and/or Annual Action Plan.

The City's Consolidated Plan must include, as one of its elements, a Citizen Participation Plan which describes how the City will solicit input from its local citizens during the development of the Consolidated Plan, the Annual Action Plan, any substantial amendments to these documents, and the Consolidated Annual Performance and Evaluation Report (CAPER).

This year, in response to the COVID-19 pandemic, HUD has issued certain Plan Amendment Waivers and CARES Act CDBG Flexibilities which allow for alternate / virtual public hearing procedures and expedited public comment periods during disasters and/or emergencies. As a result, all entitlement jurisdictions are now required to amend their Citizen Participation Plans to include these new elements.

Therefore, I have drafted a revised/updated Citizen Participation Plan for the City of Salisbury, which includes these new elements. I have also added some additional language regarding the public participation requirements for the Environmental Review process, and I expanded the information in some of other sections for greater clarity.

HUD regulations specify that the Citizen Participation Plan must be adopted by the Salisbury City Council. Attached you will find a copy of the updated City of Salisbury Citizen Participation Plan, and a resolution approving/adopting that document. Please forward this information to the City Council so that this item may be placed on their agenda for the May 26, 2020 legislative meeting. Thank you for your assistance.

Attachments

CC: Kim Nichols
Diane Carter
Julia Glanz
Andy Kitzrow
Mark Tilghman
Kristine Devine
Olga Butar


Deborah J. Stam
Grants Manager
Finance Department / HCDD

46 APPROVED BY ME THIS _____ day of May, 2020.

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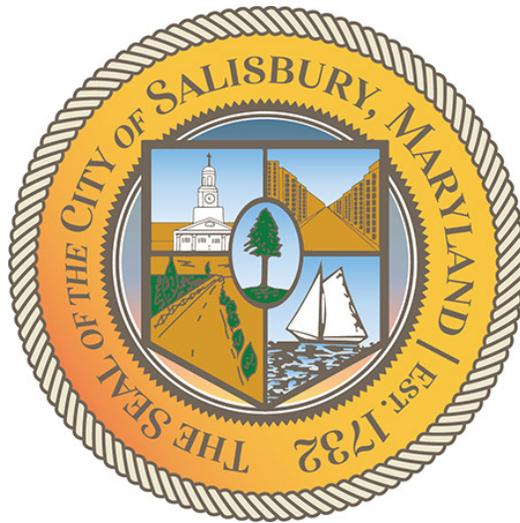
49 Jacob R. Day

50 MAYOR

City of Salisbury

Citizen APPENDIX A:
CITY OF SALISBURY
CITIZEN PARTICIPATION PLAN

Participation Plan



Finance Department / HCDD
May 2020

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City of Salisbury Citizen Participation Plan

1) Participation

The City of Salisbury will provide for and encourage citizen participation in the development of priority housing and community development needs eligible for funding by the federal Community Development Block Grant (CDBG) Program. In particular, the City will encourage citizen participation in the development of the Consolidated Plan, the Annual Action Plan, any amendments, and the Consolidated Annual Performance and Evaluation Report (CAPER).~~performance report.~~ The City will also encourage citizen participation in the method of fund distribution.

The City will especially encourage the participation of low-~~to~~-moderate~~-~~income persons, including minorities, and advocates for those with physical and/or mental disabilities, the elderly, and others with special needs. In addition, the City will encourage the participation of residents of public and assisted housing, recipients of tenant-based assistance, officials of the local Public Housing Agency, and representatives of the homeless. In particular, the City will encourage the participation of those deemed to be prospective beneficiaries of the Program, and those residents in areas and neighborhoods to be served by the Program.

2) Access to Information

The previously cited citizens, public agencies, and other interested parties, including those citizens directly affected, will be provided adequate information on the Program, including the anticipated amount of CDBG funds that will be available for the current fiscal year, and the range of activities that the City may undertake with these CDBG funds. They also will be provided the opportunity to review and submit comments on any of the identified housing and community development needs, the amount of funds expected to be received, and the activities proposed to be undertaken to resolve the identified needs.

Anti-displacement

~~The City proposes to take all reasonable steps to minimize the displacement of any persons in undertaking all CDBG-funded activities. However, if any persons are displaced, the City will provide the affected persons with assistance as outlined in the City of Salisbury Residential Anti-Displacement and Relocation Assistance Plan, or will require the grantee to provide this same level of assistance.~~

3) Plan Publication

The City of Salisbury will widely publish its Consolidated Plan in order to provide its citizens the opportunity to review and comment on it. ~~The In particular, a summary of the Consolidated Plan, and/or the Annual Action Plan and the CAPER will be posted published in the Daily Times and~~ on the City of Salisbury website under the Housing & Community Development Department (HCDD) – Community Development section. ~~Hard. In addition, summaries and/or complete~~ copies of the ~~plans~~Plan will also be placed made available at the Wicomico County ~~Free~~Library – Downtown Branch. ~~A printed copy of and at the plan may be requested from the City of Salisbury, Finance Department / HCDD by contacting / Wicomico County Government Office Building. A selected number of copies of the Consolidated Plan and Annual Action Plan will be distributed free to the~~ department in advance at (410) 341-9550, public (upon request).

4) Public Hearings

The City will also schedule and hold at least two (2) Public Hearings annually to solicit citizen comments on its Consolidated Plan and/or Annual Action Plan. Although held at different stages of the program year, these hearings will address housing and community development needs, proposed activities to resolve the needs, and program performance. These hearings will be held at times and locations that are convenient to both potential and actual beneficiaries. All locations will be accessible to those with physical disabilities. If the City expects that a significant number of non-English speaking residents will be participating in the hearing, the City will attempt to provide an interpreter for the non-English language expected to be most prevalent among people at the hearing. All such hearings will be scheduled separately from the regularly scheduled City Council meetings.

In the event that national or local officials recommend social distancing and/or limited public gatherings for public safety reasons, virtual or web-based hearings will be used in lieu of in-person hearings. If this format is used, accommodations for real-time responses, timely responses from local officials to all citizen questions and issues, public access to all questions and responses, and accommodations for persons with disabilities or limited English proficiency will be made to the greatest extent possible.

The hearings will generally address housing, social, and community development needs, proposed activities, and the review of program performance. On the day of the public hearing, comments may be submitted in writing or made orally during the hearing.

5) Notice of Public Hearings

Adequate advance notice of each public hearing will be provided to all of Salisbury's citizens. In particular, at least two (2) weeks prior to a public hearing, a notice will be published in the local newspaper (i.e. the Daily Times) and posted on the City of Salisbury website. This notice will include sufficient information ~~on~~about the hearing, including the purpose, date, time, location, and any important constraints.

6) Notices During Disasters or Emergencies

In the event of certain disasters or emergencies, HUD may provide waivers and/or alternative requirements relative to public notification processes. In such events, the City may avail itself of those alternatives provided that they will help in expediting notifications for the delivery of assistance to the community.

7) Access to Meetings

All meetings and public hearings related to the CDBG Program will be held in reasonably accessible locations.

8) Public Comments

It is the policy of ~~In preparing its Consolidated Plan,~~ the City to provide residents, service providers, government agencies, and other stakeholders a sufficient time period to review and comment on the proposed Consolidated Plan, Annual Action Plans, and substantial amendments.

When any draft plan or report is complete or a substantial amendment is proposed, the availability for public review and comment will be publicly announced along with the date(s) of applicable public meeting(s).

All public notices will advise interested persons of the process to submit comments and obtain additional information regarding the proposed action(s). The City of Salisbury will consider any comments received during the public comment period and make modifications, if appropriate, in response to the comments, before it completes, adopts or submits the information to HUD, as applicable.

A summary of all comments or ~~the views of its citizens~~ received in writing, or orally, public agencies, and all other interested parties. In particular, prior to submission of the Plan to HUD for approval, the City will provide for at public hearings, along with a summary of any comments not accepted and reasons thereof, will be attached and made a part of the corresponding document~~least a thirty (-~~

The City provides citizens timely opportunities to review and submit comments on the Consolidated Plan, Action Plans, substantial amendments, and performance reports as outlined below:

Consolidated Plan & Annual Action Plans --- 30 days) day citizen comment period.

Substantial Amendments --- 30 days

Consolidated Annual Performance & Evaluation Reports (CAPER) --- 15 days

Emergency Special Waivers / Flexibilities --- 5 days

Comments may be made in person or in writing to:

Grants Manager

Finance Department / HCDD

City of Salisbury

207 West Main Street, Suite 102

Salisbury, Maryland 21801

Or emailed to: dstam@salisbury.md

In person: Monday through Friday, from 8:30 a.m. until 4:30 p.m.

9) Substantial Amendments

The City of Salisbury may amend its Consolidated Plan as the need arises. Any **substantial** amendments to the Consolidated Plan will provide for a 30-day public comment period. The City will give citizens reasonable notice and an opportunity to comment on the proposed amendment. All citizen comments provided to the City either orally or in writing will be considered prior to implementing the Plan change. A summary of these citizen comments and the City's decision and reasoning with respect to their acceptance will be included with the changes or "substantial amendments" to the Plan.

Federal regulations require the inclusion of specific criteria in the Citizen Participation Plan for determining what constitutes a change in programming activities significant enough to be classified as a "Substantial Amendment" to the Consolidated Plan.

The City of Salisbury will use the following criteria to determine whether a change is substantial enough to warrant an amendment to the City's Consolidated Plan:

- A change in which the total grant award for an entitlement program increases or decreases by more than 50% during the program year.

- To carry out an activity that was not previously identified in the plan.
- A change in the purpose, scope, location, funding, or beneficiaries from one of a CDBG activity is the eligible activity to another by more than 50% of the total amount previously authorized.

A change in federal rules or regulations that mandates an alteration in current programming operations would not be. A change in the purpose is considered a “substantial amendment, but rather a conforming regulatory requirement.

10) Disasters, Emergency Events, and Urgent Needs

In the event of a declared disaster or emergency, it may be necessary to expedite substantial amendments to the Consolidated Plan and/or Annual Action Plan. These amendments may include funding new activities and/or the reprogramming of funds, including canceling activities to meet needs resulting from a declared disaster or emergency. In these instances the City may utilize CDBG funds to meet these needs with a 5-day public comment period instead of a 30-day public comment period (otherwise required for substantial amendments).

With respect to a declared disaster or emergency event, the City may elect to use CDBG funds to address needs not provided for by the Federal Emergency Management Agency (FEMA), the Small Business Administration (SBA), or other disaster relief efforts. Funding for disaster relief may not duplicate other efforts undertaken by federal or local sources unless allowed by the federal government. Potential when the eligible uses of funds are those that are included in this Citizen Participation Plan, the Consolidated Plan, or any other CDBG-eligible use. HUD may provide new guidance on eligible uses in which the City will comply with and may utilize as well.

Urgent Needs

To comply with the “Urgent Needs” National Objective, activities undertaken in response to disaster or emergency events will meet community development needs having particular urgency. These activities will alleviate existing conditions that the City certifies:

- Pose a serious and immediate threat to the health and welfare of the community;
- Are of recent origin or recently became urgent;*
- Are unable to be financed by the City on its own;** and
- Other resources of funding are not available to carry out the activity changes, e.g., from rehabilitation to demolition.

The scope of a CDBG-funded activity means the type of action within the eligible activity changes. A “substantial change” in scope occurs when the effect within the eligible activity changes, e.g., a substantial change in the number of housing units to be rehabilitated.

The location of a CDBG-funded activity is the site where the funded activity takes place. A change in location is considered “substantial” when the service area of the activity changes.

The* A condition will generally be considered to be of recent origin if it is developed or became critical within 18 months preceding the City’s certification.

** If HUD allows activities under Urgent Needs to be funded without the requirement that the participating jurisdiction is unable to finance the activity on its own and with no other resources available to carry out the activity, the City will only certify that the activity poses a serious and immediate threat to the health and welfare of the community. Therefore, it is of recent origin or recently became urgent.

Activities to address “Urgent Needs” include, but are not limited to the following:

- Clearance of debris;
- Provision of extra security patrols;
- Demolition, clearance and/or reconstruction of damaged property posing an immediate threat to public safety;
- Emergency reconstruction of essential water, sewer, electrical, medical, and telephone facilities;
- Emergency repair of streets and sidewalks; and
- Providing a variety of relief services to individuals

11) Environmental Review Process

An environmental review process is required for all HUD-assisted projects to ensure that the proposed project does not negatively impact the surrounding environment, and the property site itself will not have an adverse environmental or health effect on end-users. Not every project is subject to a full environmental review (i.e., every project’s environmental impact must be examined, but the extent of this examination varies), but every project must be in compliance with the National Environmental Policy Act (NEPA), and other related Federal and state environmental laws. As part of this process, public notification and solicitation of comments may be required. Environmental Review Records (ERR’s) for all CDBG-funded projects are maintained on file at the City of

Salisbury Housing & Community Development Department, 207 West Main Street, Suite 102, Salisbury, Maryland 21801, and may be viewed by the public Monday through Friday between the hours of 8:30 am and 4:30 pm.

Dissemination and/or Publication of the Findings of No Significant Impact

If the City of Salisbury makes a “finding of no significant impact” it will prepare a Notice of Finding of No Significant Impact (FONSI). This FONSI notice will be published in the local newspaper (the Daily Times), and copies of the notice will be mailed to all agency representatives on the City’s environmental mailing list, and to the HUD Field Office. There is an expectation that the City of Salisbury will publish the FONSI notice in the Daily Times newspaper, however, if the notice is not published, it will be prominently displayed in City Hall, and may also be published on the City’s website and/or social media.

The City of Salisbury may disseminate or publish a FONSI notice at the same time it disseminates or publishes the Notice of Intent to Request Release of Funds (NOI-RROF) as required by 24 CFR §58.70. If the notices are released as a combined notice, the combined notice shall:

- Clearly indicate that it is intended to meet two separate procedural requirements; and
- Advise the public to specify in their comments which “notice” their comments address.

The City of Salisbury will consider any comments received during the below public comment period and make modifications, if appropriate, in response to the comments, before it completes its environmental certification and submits the RROF to HUD.

Public Comment Period - Environmental Review

Required notices must afford the public the following minimum comment periods, counted in calendar days:

<u>Notice of Finding of No Significant Impact</u>	<u>15 days when published, or, if no publication, 18 days when mailing and posting</u>
<u>Notice of Intent to Request Release of Funds</u>	<u>7 days when published, or, if no publication, 10 days when mailing or posting.</u>

<u>Concurrent or Combined Notices</u>	<u>15 days when published, or if no publication, 18 days when mailing and posting.</u>
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Written comments related to environmental reviews must be submitted to:

Grants Manager
Finance Department / HCDD
City of Salisbury
207 West Main Street, Suite 102
Salisbury, Maryland 21801

Or emailed to: dstam@salisbury.md

~~beneficiaries of a CDBG-funded activity are the persons or groups targeted to receive the benefits of that activity. A change in beneficiaries is considered substantial when the sponsor or the City cancels the project or the category of the people served changes.~~

~~A change in budget will be deemed “substantial” if the budget revision is proposed resulting in a transfer between approved projects and activities of a cumulative amount more than 10% of the grant award.~~

12) Consolidated Annual Performance and Evaluation Report (CAPER) Reports

~~Within 90 days after the close of the City’s fiscal year (September 30th), HUD regulations require the City to The City of Salisbury will submit a performance report - the Consolidated Annual Performance and Evaluation Report (CAPER). Principally, the CAPER provides information on how the federal funds were spent and the extent to which they were used for activities that benefited low and moderated income citizens.~~

~~The CAPER also provides HUD with information to assess whether the City carried out its programs in compliance with applicable regulations and requirements, as stated in that year’s plan. Additionally, the CAPER is a vehicle through which the City can describe its program achievements to local citizens.~~

~~to HUD on the City’s CDBG-funded activities outlined in the Annual Action Plan.~~ Like the Consolidated Plan and the Annual Action Plan, the citizens will be provided with an opportunity to comment on the CAPER performance report. Prior to submission of the CAPER ~~this performance report~~ to HUD, all citizens will be provided a fifteen (15) day comment period. Any citizen comments provided either orally or in writing to the City

will be considered prior to submission of the report. A summary of the citizen comments will be attached to the report.

13) Plan Availability and Access to Records

The City of Salisbury's Consolidated Plan, Annual Action Plan, any substantial amendments to either of those documents~~document~~, and the Consolidated Annual Performance and Evaluation Report (CAPER)~~performance report~~ will be made available to the public. In particular, all of these documents, as well as any related documents, will be available to any interested party, upon request, in the City of Salisbury Housing~~Office of Business~~ & Community Development Department (HCDD), 207 West Main, 125 North Division Street, Suite 102, (Room 104), Salisbury, Maryland 21801.

14) Antidisplacement

The City proposes to take all reasonable steps to minimize the displacement of any persons in undertaking all CDBG-funded activities. However, if any persons are displaced, the City will provide the affected persons with assistance as outlined in the City of Salisbury Residential Antidisplacement and Relocation Assistance Plan, or will require the subrecipient grantee to provide this same level of assistance.

15) Technical Assistance

If needed, and requested in writing, the City of Salisbury will offer technical assistance directly to groups representing low-to-moderate-income persons, neighborhood organizations, and community service organizations. Alternatively, the City may refer these groups to a competent local organization that can provide such assistance. Generally, such assistance would include the development of project proposals for CDBG-funding assistance.

16) Complaints

Any ~~written~~ complaints from citizens with respect to the Consolidated Plan, the Annual Action Plan, any amendments, and /or the Consolidated Annual Performance and Evaluation Report (CAPER)~~the performance report~~ will be responded to by the City within a reasonable period of time. Such a response will be provided by the City within fifteen (15) days, if practicable. Written complaints shall receive a written response.

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Approved by the Salisbury Mayor and City Council

| May XX, 2020 ~~March 22, 2004~~



To: Julia Glanz, City Administrator
From: John W. Tull, Fire Chief 
Subject: Public Safety Property Tax Credit
Date: May 13, 2020

Attached you will find an Ordinance that proposes amending the Salisbury Municipal Code by adding a new section concerning a Public Safety Real Property Tax Credit. The purpose of this new section would be to establish a tax credit program that would provide public safety officials who reside within the municipal limits of the City of Salisbury with an annual reduction on their real property tax bills.

To qualify, public safety officials must use the city property as their principal residence, be employed full-time as a member of the Fire/Police Department or serve as an active Volunteer member of the Fire Department. Subject to the conditions in the proposed ordinance, the tax credit may be granted in an amount of up to \$2,500 per dwelling, but not to exceed the amount of the real property tax. The eligible Public Safety Officer may receive:

- In tax year beginning July 1, 2020 and July 1, 2021, the tax credit not to exceed \$1,000.00;
- In tax year beginning July 1, 2022 and July 1, 2023, the tax credit not to exceed \$1,500.00;
- In tax year beginning July 1, 2024 and July 1, 2025, the tax credit not to exceed \$2,000.00;
- In tax year beginning July 1, 2026 and beyond, the tax credit not to exceed \$2,500.00;

This proposed tax credit will serve as an important tool in recognizing all of our First Responders who provide an invaluable service to our citizens and community, and to help with our recruitment and retention efforts by providing an incentive to live in the City they serve.

If you should have any questions or need any additional information, please do not hesitate to contact me.

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3.24.030 – Eligibility.

A Public Safety Officer is eligible for a city real property tax credit under this section by meeting the requirements of either 3.24.030 A, B or C and the requirement of 3.24.030 D.

- A. 1. Employed full-time by:
 - a. The City of Salisbury Fire Department as a Firefighter/EMT or Firefighter/Paramedic; or
 - b. The City of Salisbury Police Department as a Police Officer; and
- 2. Has completed at least one (1) year of full-time employment.
- B. Serving as a Volunteer Member that:
 - 1. Is a member in good standing of a Volunteer Corporation in accordance with Chapter 2.16 – Fire Department of the City of Salisbury Municipal Code; and
 - 2. Meets the operational standards for Volunteer Personnel as established by the Standard Operating Procedures of the City of Salisbury Fire Department; and
 - 3. Has qualified as active within the previous year under the guidelines established in the Length of Service Awards Program (LOSAP).
- C. Has received a service related disability, retired from the job in good standing or served as a Volunteer member for more than twenty (20) years of active service and has become a Lifetime member in accordance with Chapter 2.16 – Fire Department of the City of Salisbury Municipal Code.
- D. The public safety officer is eligible for the credit authorized by § 9-105 of the Tax-Property Article of the Annotated Code of Maryland for the dwelling for which the credit is sought. The property must be the primary residence of the public safety officer.

The credit cannot be combined with other optional real property tax credits as permitted under Title 9 of the Tax-Property Article of the Annotated Code of Maryland or this title.

3.24.040 – Amount of Credit:

- A. Subject to the conditions in this Section, the tax credit may be granted in an amount of up to \$2,500 per dwelling, but may not exceed the amount of the real property tax imposed on the dwelling.
- B. The eligible Public Safety Officer shall receive:

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1. In tax years beginning July 1, 2020 and July 1, 2021, the tax credit not to exceed \$1,000.00;
 2. In tax years beginning July 1, 2022 and July 1, 2023, the tax credit not to exceed \$1,500.00;
 3. In tax years beginning July 1, 2024 and July 1, 2025, the tax credit not to exceed \$2,000.00;
 4. In tax years beginning July 1, 2026 and beyond, the tax credit not to exceed \$2,500.00.

107 3.24.050 – Application.

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- A. Application and annual verification. To receive the credit, a Public Safety Officer shall submit an application to the City of Salisbury Director of Finance on the appropriate application. The appropriate application may be obtained from the Department of Finance.
 - B. An annual verification form must be submitted each year to be eligible to receive the credit. The annual verification form may be obtained from the Department of Finance.
 - C. An application for, or renewal of, the tax credit created by this section shall be filed on or before April 1 immediately before the taxable year for which the tax credit is being sought. If the application or renewal is filed after April 1, the credit shall be disallowed that year but shall be treated as an application or renewal for a tax credit for the following taxable year.

124 3.24.060 – Termination of Credit.

125
126 The tax credit created by this section shall terminate if any of the following occurs:

- 127
128
129
130
131
132
133
134
135
- A. The Public Safety Officer is no longer employed full time by the public safety agency for a reason other than retirement or service related disability, or is no longer eligible under subsection (C)(3) for volunteer firefighters; or
 - B. The Public Safety Officer no longer resides in the dwelling for which the tax credit was granted.

136 AND BE IT FURTHER ORDAINED AND ENACTED BY THE CITY OF
137 SALISBURY, MARYLAND, THAT this ordinance shall take effect immediately upon adoption.
138

139 THIS ORDINANCE was introduced and read at a meeting of the Council of the City of
140 Salisbury held on this ____ day of _____ 2020, and thereafter, a statement of
141 the substance of the Ordinance having been published as required by law, was finally passed by
142 the Council on the ____ day of _____, 2020.

143

144 ATTEST:

145

146

147 _____
148 Kimberly R. Nichols
149 CITY CLERK

John R. Heath
PRESIDENT, City Council

149

150

151 APPROVED BY ME THIS _____ day of _____, 2020

152

153

154 _____
Jacob R. Day, Mayor



City of
Salisbury
Jacob R. Day, Mayor

To: Julia Glanz, City Administrator
From: Amanda Pollack, P.E., Director of Infrastructure and Development AP
Date: May 7, 2020
Re: Resolution to Adopt and Approve the FY 2021-2025 Vision Zero Action Plan

Per Resolution No. 2934 which was adopted in April 2019, the Department of Infrastructure and Development was charged with developing a Vision Zero Action Plan. The resolution called for the adoption of the plan by July 1, 2020.

Vision Zero prioritizes system-wide safety over speed and throughput, especially the safety of pedestrians and cyclists, who are the most vulnerable street users. The program recognizes that all traffic deaths are ultimately preventable and that humans are fallible, and therefore make mistakes. That failure should be anticipated and street design should restrict the severity of such events so that death is not the price of such mistakes. The Action Plan outlines steps that the City can take to improve traffic safety throughout Salisbury.

DID has assembled the Action Plan over the past year with input from various other City Departments, agencies, and stakeholders to guide City Transportation staff in project planning and execution. Concurrently, the Plan is meant to guide Capital Programming and Budgetary priorities.

The Vision Zero Action Plan is attached along with a resolution to adopt the plan. Unless you or the Mayor have further questions, please forward a copy of this memo, the Action Plan and the resolution to the City Council.

1 RESOLUTION NO. _____

2 A RESOLUTION OF THE CITY OF SALISBURY, MARYLAND APPROVING AND ADOPTING
3 THE FY2021-2025 VISION ZERO ACTION PLAN.

4
5 WHEREAS, Resolution No. 2934 adopted Vision Zero as the City’s Traffic and Engineering
6 Policy; and

7
8 WHEREAS, the Department of Infrastructure and Development was charged with working with a
9 Vision Zero Task Force to develop a Vision Zero Action Plan; and

10
11 WHEREAS, the FY 2021-2025 City of Salisbury Vision Zero Action Plan is a guiding document
12 for the Mayor, City Council, Transportation Staff and the developers of Salisbury, setting forth
13 recommendations and prioritizing projects based on traffic safety; and

14
15 WHEREAS, the City of Salisbury strives to eliminate traffic fatalities and serious injuries within
16 the City limits by January 1, 2030; and

17
18 WHEREAS; the development and implementation of the Plan demonstrates the commitment of
19 City officials and various partner agencies and committees; and

20
21 WHEREAS, the Department of Infrastructure and Development desires to begin executing the
22 various projects and strategies outlined in the Plan to the benefit of the residents and visitors of the City of
23 Salisbury.

24
25 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
26 SALISBURY, MARYLAND that the attached FY2021-2025 Vision Zero Action Plan is adopted.

27
28 THIS RESOLUTION was duly introduced, read, and passed at a meeting of the Council of the
29 City of Salisbury, MD held on the _____ day of _____, 2020, and is to become effective
30 immediately upon adoption.

31
32 ATTEST:

33
34 _____
35 Kimberly R. Nichols, City Clerk

36 _____
37 John R. Heath, City Council President

38 Approved by me, this _____ day of _____, 2020.

39
40 _____
41 Jacob R. Day, Mayor

Vision Zero



FY 2021-2025 ACTION PLAN

THE MISSION TO END TRAFFIC FATALITIES
AND SERIOUS INJURIES BY 2030

The High Cost of Traffic Fatalities

In 2018, 36,560 people were killed in traffic crashes in the United States while approximately 4.5 million were injured.



“The economic costs of these crashes totaled \$242 billion. Included in these losses are lost productivity, medical costs, legal and court costs, emergency service costs (EMS), insurance administration costs, congestion costs, property damage, and workplace losses”

– NHTSA (Blincoe)

The high financial cost is only part of the tragedy of a fatal crash; inevitably children are left without parents, parents lose children, and, in many cases, whole families are killed in crashes...

...and every single crash was preventable.

City Council



Councilwoman
April R. Jackson D.1



Vice President
Muir Boda D.2



President
John 'Jack' R. Heath
D.3



Councilwoman
Michele Gregory D.4



Councilwoman
Angela Blake D.5

City Administration



Mayor
Jacob R. Day



City Administrator
Julia Glanz



Deputy City Administrator
Andy Kitzrow

The Authors and Contributors of the Action Plan

Author

- William White – Transportation Projects Specialist, Infrastructure & Development

Principle Reviewer & Oversight

- Amanda Pollack, P.E.–Director, Infrastructure & Development

City Agency Contributors

- Bill Sterling – Field Operations
- Chief James Gladwell - Deputy Chief, Salisbury Fire Department
- John O’Brien – Asst. Director for GIS, Information Services
- Everett Howard – Director, Housing & Community Development
- Kevin Lindsay – Neighborhood Relations, Housing & Community Development
- Dan Hogg – Code Compliance, Housing & Community Development

Partner Agency Contributors

- Eric Berkheimer, Salisbury University
- Lt. Joel Davies, Salisbury University Police Department
- Bicycle Pedestrian and Advisory Committee
 - John Foley – Chair
 - Sandy Pope Co-Chair
 - Marion Keenan
 - Mary Buffington
 - Alex McRae
 - Melissa Wilson

Peer Reviewer (From Outside Agency)

- Jana Potvin –Assistant District Engineer-Traffic MDOT-SHA, District 1

A Special thanks to the RAVEN Team from the GIS Program at Washington College for their efforts in data research and compilation which made this plan possible and to MDOT-MVA Highway Safety Office who funds RAVEN and ensures the data flow continues

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A Message from The Mayor

40,000 people.

Forty Thousand. That's how many Americans died in crashes last year. And the year before. Forty Thousand every year. The first thought that probably comes to mind when you hear that number probably is, "well, not here, not in Salisbury, not in my little town," and then you realize that in the last three years, eight of our neighbors, our friends, were killed in crashes. Eight families will never see their loved ones again. Eight companies lost cherished co-workers. Eight neighborhoods became just a little bit smaller.

Fifty-three of our neighbors had their lives irrevocably changed when they were involved in crashes that left them seriously injured in those three years. Fifty-three lives forever changed.

135 of the people who we see everyday suffered some sort of injury just for riding their bike or walking down the street. Every single one of these incidents were preventable.

It must stop, and it must stop now.

As Mayor, as a resident of our beloved City, and as father, I am proud to present our mission, our commitment to you; **Vision Zero – the end of traffic fatalities and serious injuries on City Streets by January 1, 2030.**

Over the last year, I have instructed the City staff to come together, study what other great cities have done before us and produce the document that you now have in front of you, Salisbury's Vision Zero Action Plan. The Plan is meant to be a living document that evolves with technologies and techniques that ensure safe travel for all, and it will guide our staff as they work toward a safer transportation network for everyone. Along the way, some amazing partners joined our team; Salisbury University and the Salisbury University Police Department have made the commitment to stand by us. MDOT-SHA and MDOT-MVA have lent their support and assistance and will continue to do so as we strive **Toward Zero Deaths** together.

Every resident of our City deserves freedom from the fear that they may be killed or seriously injured by an automobile. No one should fear walking down their street. No child should fear taking their bike out of their yard. No one should fear their commute to work. Everyone has the basic right to the freedom of **safe** mobility in their own community. The days of prioritizing the speed of the automobile over the safety of human beings end here. We now proudly join the Vision Zero Community, a group of cities that is growing across our nation and the world. Together, our cities will take the steps necessary to do the right thing, as hard as those may sometime be, in order to make sure our children will never have to fear the world beyond their front steps ever again.

This Plan was created with all our heart and soul to do right by you, our neighbors.



Mayor Jake Day



RESOLUTION NO. 2934

A RESOLUTION OF THE CITY OF SALISBURY, MARYLAND ADOPTING VISION ZERO AS THE CITY'S TRAFFIC AND ENGINEERING POLICY AND ESTABLISHING A VISION ZERO TASK FORCE.

WHEREAS, the Salisbury Charter (SC11-2) gives the City charge of all public ways of the City, excepting those under State or County jurisdiction; and

WHEREAS, the City of Salisbury desires to pursue an end to traffic fatalities and serious injuries within the City's limits; and

WHEREAS, the City recognizes that all people have a fundamental right to safe and equitable transportation networks via foot, bicycle, transit or automobile; and

WHEREAS, the City recognizes that there are no traffic "accidents" and that every traffic-derived collision, injury or fatality is preventable; and

WHEREAS, it is the express goal of the City to eliminate all traffic fatalities and serious injuries by January 1, 2030; and

WHEREAS, the City recognizes that the most effective way to prevent traffic fatalities is to work at the systemic level of the transportation system by improving corridors and neighborhoods; and

WHEREAS, Vision Zero is an internationally recognized and proven way to reduce traffic fatalities and serious injuries; and

WHEREAS, the City desires to adopt Vision Zero as the City's Traffic and Engineering Policy for all public ways in the City for which the City has jurisdiction; and

WHEREAS, the City Council determined that a Task Force could be helpful in advising the City and overseeing all Vision Zero efforts; and

WHEREAS, the Vision Zero Task Force shall collect, analyze and act on crash and street data in order to prepare the Vision Zero Action Plan and recommend policy related to Vision Zero; and

WHEREAS, the Vision Zero Task Force may consist of members from the following organizations:

- City of Salisbury Mayor and Administration
- City of Salisbury Department of Infrastructure and Development
- City of Salisbury Department of Field Operations
- City of Salisbury Police Department
- City of Salisbury Fire Department
- City of Salisbury Department of Information Services
- City of Salisbury Housing and Community Development Department
- City of Salisbury Traffic and Safety Advisory Committee
- City of Salisbury Bicycle and Pedestrian Advisory Committee

Maryland Department of Transportation – State Highway Administration
Maryland Department of Transportation – Maryland Highway Safety Office
Maryland State Police
Wicomico County Sheriff's Office
Salisbury University
Salisbury/Wicomico Metropolitan Planning Organization Technical Advisory Committee

WHEREAS, the Council requires that the City of Salisbury Vision Zero Action Plan be presented to Council by the Director of the Infrastructure and Development Department and adopted no later than July 1, 2020 with the Plan subsequently updated every five years; and

WHEREAS, the Director of the Infrastructure and Development Department shall make a yearly progress report to Council in an open forum prior to July 31st every year, beginning in July 2020.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SALISBURY, MARYLAND that for the purposes and reasons hereinabove set forth, the City of Salisbury adopts Vision Zero as the City's traffic and engineering policy and establishes a Vision Zero Task Force.

THE ABOVE RESOLUTION was introduced, read and passed at the regular meeting of the Council of the City of Salisbury held on this 8th day of April 2019 and is to become effective immediately upon adoption.

ATTEST:

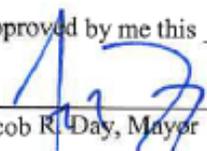


Kimberly R. Nichols, City Clerk



John R. Heath, City Council President

Approved by me this 15th day of APRIL 2019.



Jacob R. Day, Mayor

Why Vision Zero?

Salisbury is in a unique position. While Salisbury is a small city, it remains the regional hub of the Eastern Shore of Maryland and as such, the City serves the same purpose of an employment, institutional and service center that much larger cities typically fulfill in other areas. While Salisbury has an approximate population of 32,809 people (2018 est.); it is also home to a student population of nearly 9,000 for the majority of the year (whose families entrust us with their safety); serves as the weekday work destination for a vast swath of the region's residents; and serves as the hub where visitors passing through the region on their way to the beach, in an area of fourteen square miles.

Salisbury manages to achieve that with a relatively small number of fatalities and serious injuries compared to some areas; however, every single fatality leaves a trail of devastation behind and serious injury - causing crashes leave our neighbors debilitated, financially ruined and can cost the community millions of dollars in lost productivity every year. Couple this with the fact that the same streets causing these tragedies are the same streets that have served as barriers dividing our communities for decades and made our City difficult to walk, bike or enjoy ourselves and the friendship of our neighbors in and the conclusion is obvious. Now is the time to act; now is the time for

Vision Zero.

The Numbers

- In 2018, an estimated 36,650 died in traffic crashes every year; another 4.5 million were injured annually.
- 1.9 million of those were serious, debilitating injuries
- In a 2018 study published by *Health Affairs* and analyzed by the news site *Curbed*, over fifty years of data were analyzed to prove that **American children are twice as likely to die in automobile crashes as our nearest peer nations** (*Curbed* – See notes page for reference)

Official Financial
cost of a single
traffic fatality
(calculated by the
US DOT) to society
in 2010 – \$9.2 to 10
million



Our Mission; An End to Traffic Fatalities and Serious Injuries by 2030

Each year, approximately 36,000 people die in traffic crashes across the United States. In Maryland alone, 511 people were killed in 2018. Seven of those deaths occurred in Wicomico County. 783 people were injured in crashes in the County.

We do not have to accept fatal or life altering crashes as inevitable. These crashes are preventable. Safe mobility is a basic right of every citizen of the City of Salisbury, regardless of the mode of travel or the destination. With that in mind, the City of Salisbury is proud to announce our commitment to eliminating traffic deaths and serious injuries by

January 1, 2030.



The Team

City Departments are primarily responsible for the implementation of Vision Zero. The Effort is coordinated from the Department of Infrastructure & Development and every Department is accountable to the Mayor and City Council

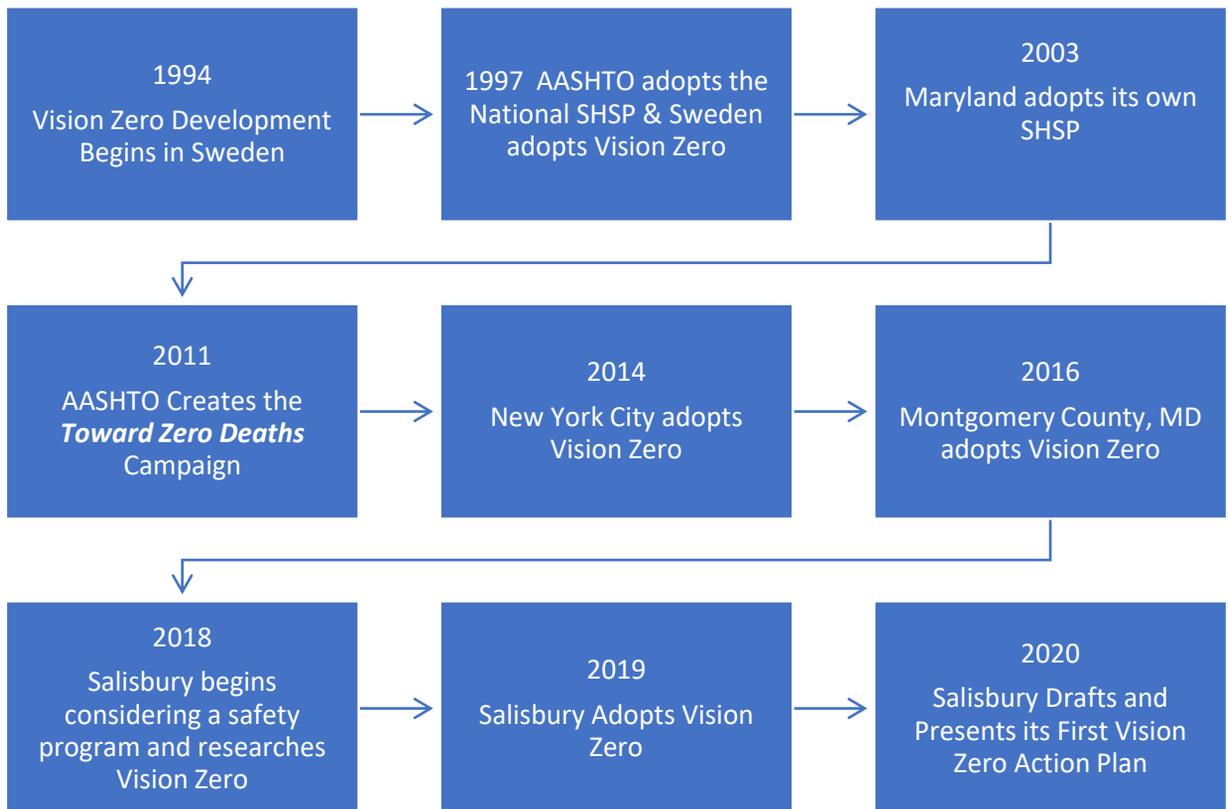


Supporting Partners are made of agencies from outside the City Staff. They are not beholden to the City to achieve Vision Zero, but they voluntarily support the effort and/or contribute expertise, outreach, knowledge, data and eyes on the street.



How Did the City Get to Vision Zero?

- In 1997 AASHTO, the American Association of State Highway Transportation Officials, published the first National Strategic Highway Safety Plan (SHSP). In 2003 Maryland Followed suit with a State SHSP and began encouraging Counties to create their own for local roads and streets as well. The method by which crash reductions were to be achieved were not mandated;
- Simultaneously, in 1997, Sweden officially adopted Vision Zero after three years of planning with a focus on operating speed reduction;
- Salisbury chose Vision Zero because it is contextually better suited for our urban environment, it is aggressive in its approach and timeline and is rooted in equity



What is Vision Zero?

Vision Zero is a product of necessity. It is a safety program, rooted in ethics, with the express goal of eliminating traffic deaths and serious injury. Originally developed in Sweden in the 1990's, the adoption of Vision Zero has cut Swedish traffic fatalities to half and the system has spread throughout Europe. In 2014, New York City became the first US city to adopt Vision Zero. This resulted in their lowest ever recorded crash rate, the largest single-year reduction and the longest sustained reduction in crashes year-over-year. In wake of that success, other American cities have adopted Vision Zero.

Vision Zero is the recognition that every life matters and that the loss of life does not have to be inevitable in the transportation system. For too long, we designed our streets and roads to move automobiles as fast as possible, to the detriment of the people who live and work along those same streets and roads. As a society we forgot that the first mission of the transportation network was to serve the public in its entirety, not just the automobile.

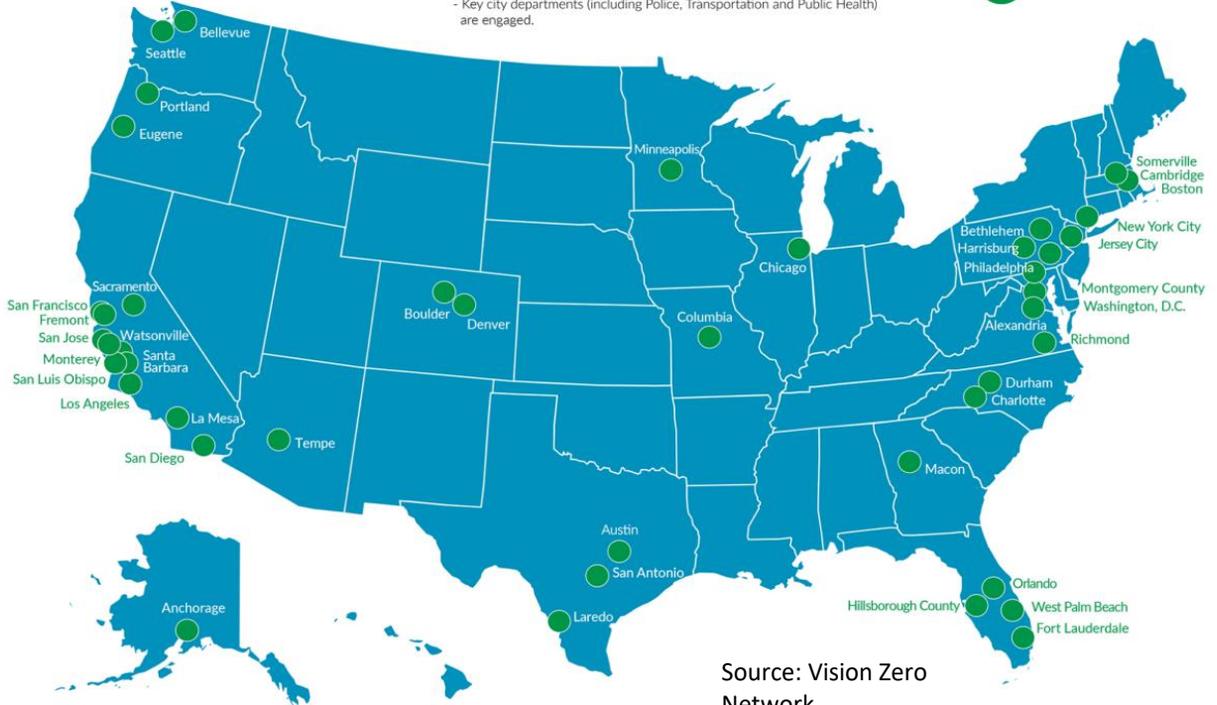
Last year (2019) Oslo (pop. 1,027,000), the capital of Norway, an early Vision Zero adopter, suffered only one traffic fatality and achieved the goal of ZERO pedestrian or bicycle fatalities. Authorities in Oslo, the first ever municipality to adopt Vision Zero still say that the sole loss of life was too many.

What is Vision Zero?

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.



Source: Vision Zero Network

While every city or county adapts Vision Zero to their needs, the fundamental principles are held as a universal truth. Adherence to the *Fundamental Principles* and the *Three Components* drive every decision and interaction under the Vision Zero Plan

Boston, Denver, San Francisco, Washington, D.C., and even Montgomery County, Maryland are all Vision Zero organizations. In 2019, Maryland became the first state to adopt Vision Zero statewide

The Fundamental Principles of Vision Zero

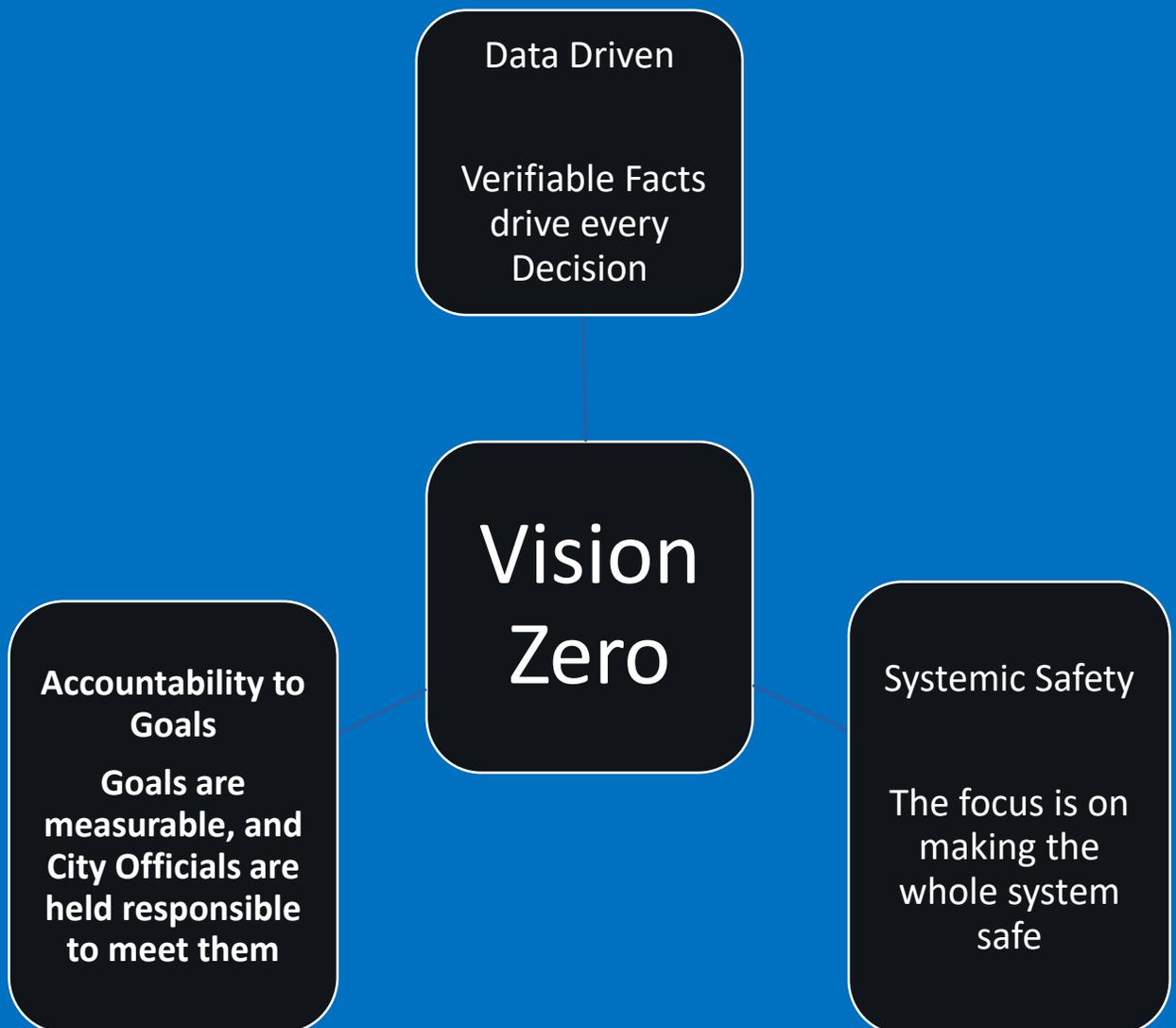
- 1. Traffic deaths and severe injuries** are absolutely **preventable and unacceptable**. The lives of our neighbors are not a price we must pay;
- 2. Human life is the ABSOLUTE priority** of Transportation system and takes precedence over mobility. The transportation system must be safe for all;
- 3. Human error is inevitable**, and transportation systems should be forgiving and anticipate error;
- 4. True safety is a systems-level effort** and includes safe behavior, education, enforcement and design;
- 5. Human beings are not capable of surviving the violent impact of traffic crashes and speed is the primary factor** in determining survival.

Vision Zero recognizes that there is no such thing as a traffic “accident”. Every single crash is preventable through changes in design, education and choice

Source—Vision Zero Network

How is Vision Zero Different from any other safety program?

Vision Zero is distinguished by uniquely emphasizing **Three Components** that make it effective when implemented with full support



The Components of Vision Zero

Data - Driven

From the focus on reducing automobile speed to the prioritization of projects, every decision is supported by verifiable data. Intersections, corridors and neighborhoods with the highest crash rates are prioritized for projects. The reduction of both automobile speed and speeding (the illegal act of exceeding the posted speed limit) is targeted because speed is the most frequent contributing factor to serious and fatal crashes.

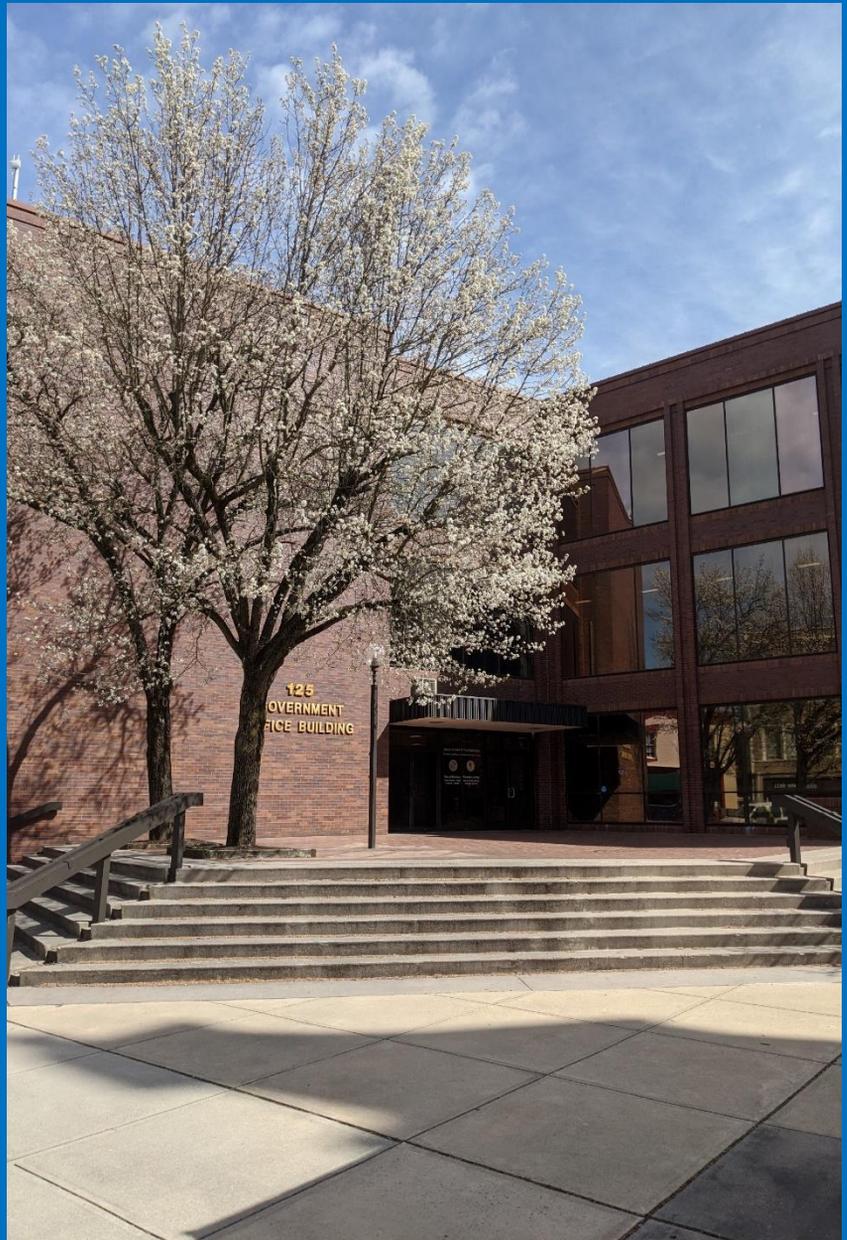


Waverly Drive, Looking north

The Components of Vision Zero

Accountability

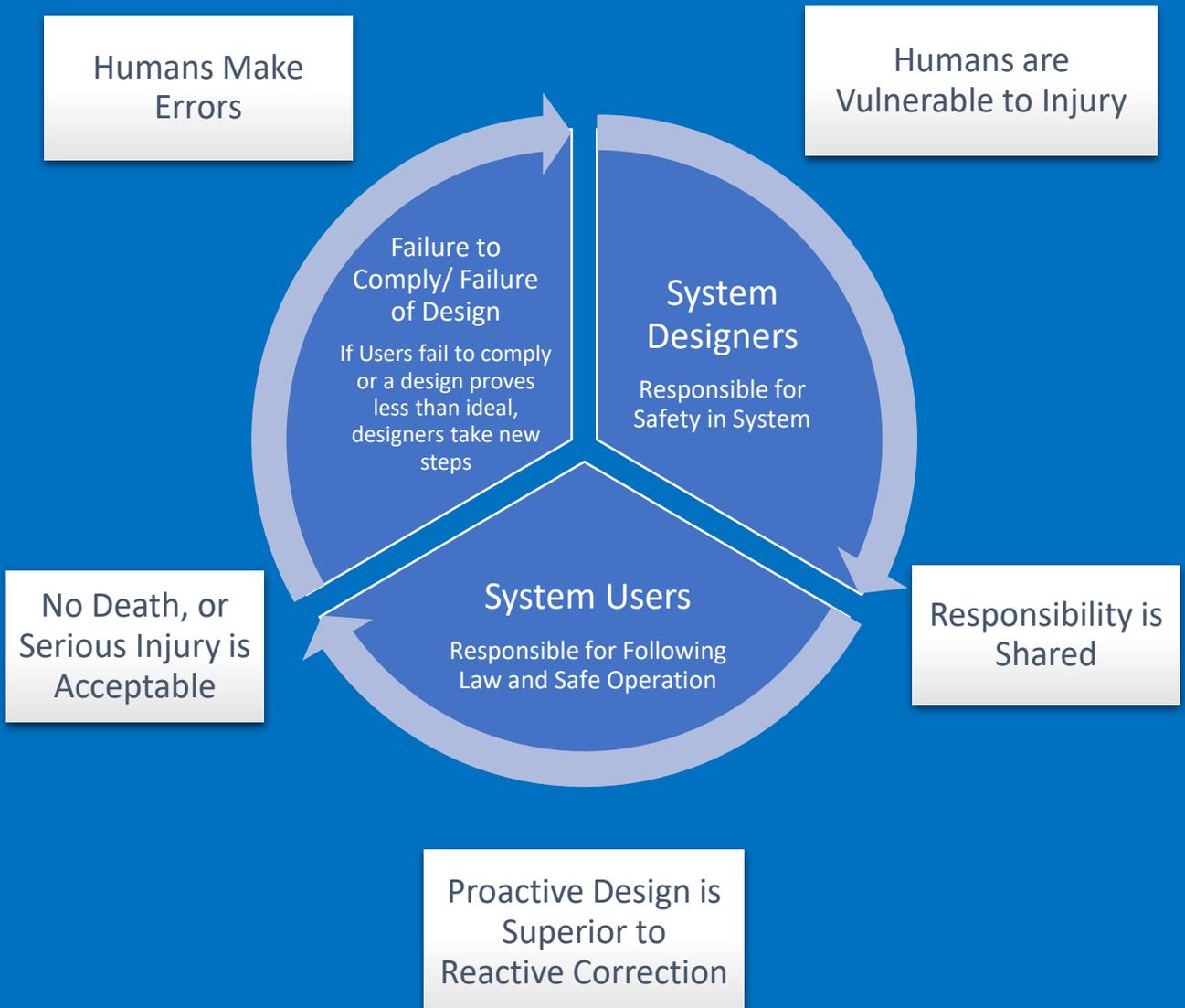
Staff and public officials accept responsibility for reducing serious and fatal crashes in Vision Zero. Plans are made public and a yearly update report shall be presented to City Council throughout the Plan's duration. Updated plans likewise go before Council. Success or failure to meet the Plan's goals are evident in the data.



The Components of Vision Zero

Systemic Safety

- Recognize that people will make mistakes and the transportation system, *in its entirety*, must be designed to both minimize mistakes, and the consequences of those mistakes when they inevitably occur - death should not be the punishment for error.
- Systemic Safety Recognizes that:**



The Data

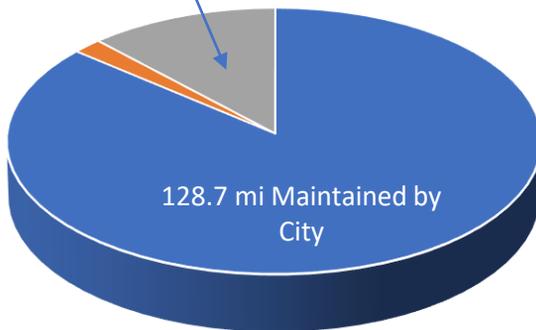
The Network Today

- The network within City limits is a mix of State, private and City maintained facilities.
- Wicomico County does not control any streets within the City limit. However, the corporate limits are extremely irregular making it possible to drive on a single street/road that enters and exits the City several times

Street Segments

146.7 Miles of Paved Surface

18 mi Maintained by State or Private Owners



- Municipally Maintained
- Gravel (City)
- Other Jurisdictions

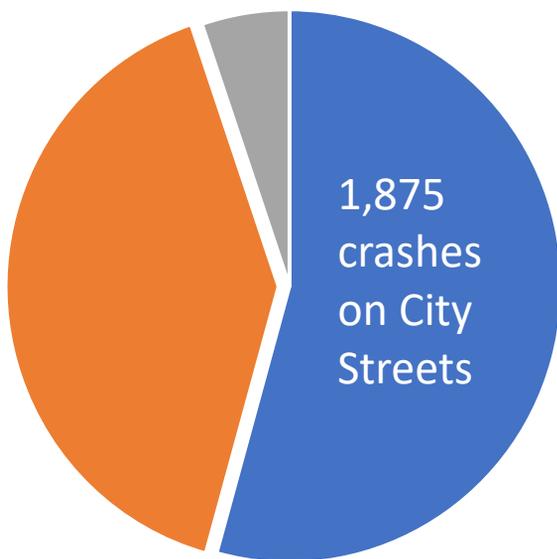
Municipally Maintained System
(Total minus MDOT miles) – 128.7

A driver traveling from Salisbury University going to northern Salisbury along College Avenue and then continuing onto Beaglin Park Dr will traverse the City/County limits 6 times

Citywide Crash Data

From 2015-2018 there were 3,456 crashes within the City Limits. 1,875 of those crashes occurred on City-controlled streets. All conclusions that follow draw on this crash data unless otherwise noted.

Crashes by Facility Owner 2015-2018



■ City ■ State ■ Private/Other

The City of Salisbury owns most of the street rights-of-way within the City Limits, however, some of the busiest corridors are overseen by MDOT-SHA. These are;

- US 13 & US 13 Business
- US 50 & US 50 Business
- Snow Hill Rd (south of Vine Street)
- MD 350 - Mt. Hermon Rd.
- MD 346 - Old Ocean City Rd.

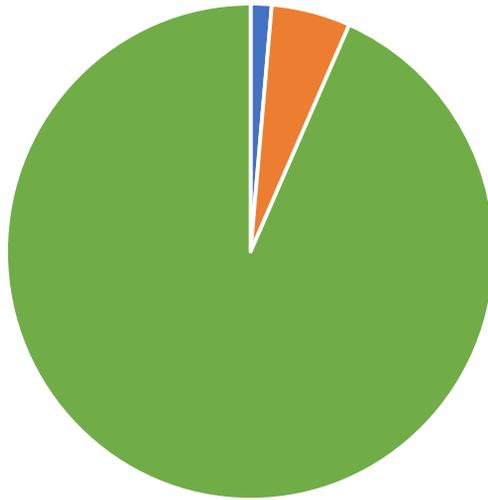
MDOT-SHA has been a long-term signatory to the Toward Zero Deaths Campaign by AASHTO and MDOT-SHA has actively worked with the City as partners to increase safety for every user.

On April 30, 2019 The State of Maryland voted to adopt Vision Zero state-wide with an effective date of October 1, 2019 and as such safety planning at MDOT is currently evolving. As new guidance comes from the State, the City will seek to deepen its existing relationship with MDOT-SHA and integrate its updated Action Plan with that of MDOT.

At this time, the Salisbury Vision Zero Action Plan addresses only the Street Rights-of-Way that are under the City's direct control.

Focusing Efforts

Breakdown in Crashes on City Streets by Severity (2015-2018)



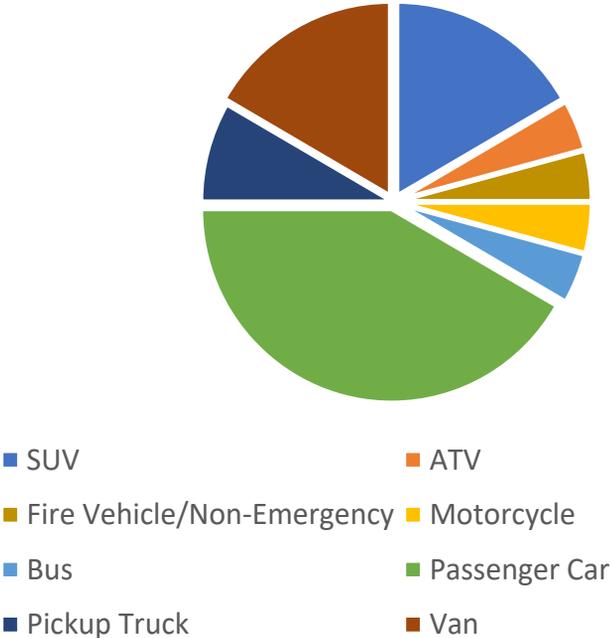
- Fatal or Serious Vehicular Crashes(26)
- Crashes Involving People Walking or Biking(98)
- Minor Crashes (1,751)

Most crashes are minor “fender-benders” or rear-end collisions with no injuries. While every crash is important, Transportation Staff focus on the areas where serious or fatal crashes are concentrated and on concentration of crashes involving persons walking and biking due to the vulnerability of such users

Focusing Efforts

Vehicular Severe Injury Crashes on City Streets (2015-2018)

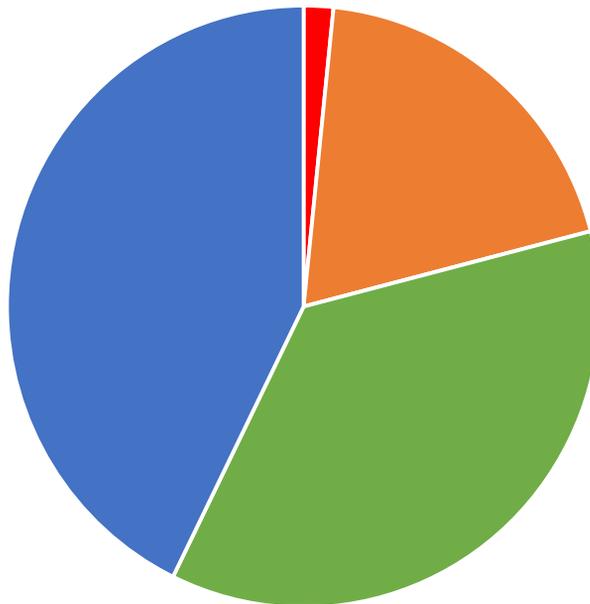
By Body Type of Vehicle 1 (Primary vehicle involved in crash)



Vehicular crashes, crashes that do not involve people walking or biking, can be particularly dangerous due the speeds at which they occur. The human body cannot handle the severe force created in vehicular crashes at high speed.

Focusing Efforts

Crashes with Severe or Fatal Consequences or Involving a Vulnerable User(2015-2018)



■ Fatal Crashes(2) ■ Serious Injury Crashes(24) ■ Bike(45) ■ Pedestrian(53)

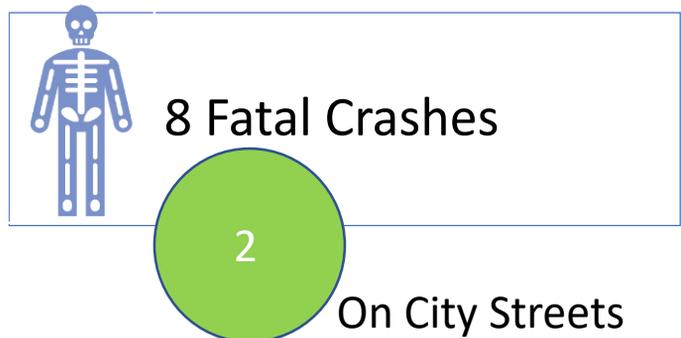
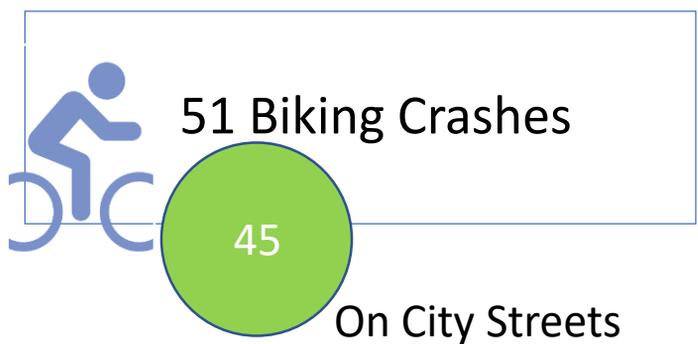
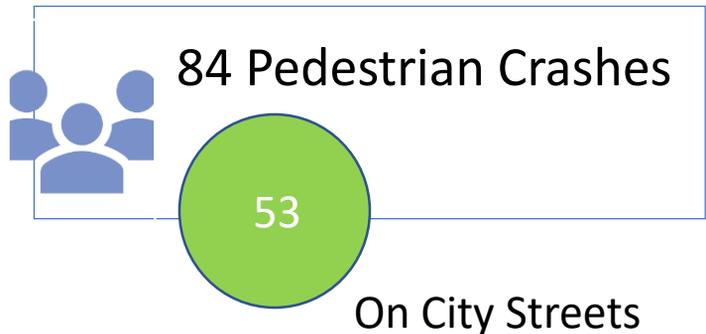
The Crashes of Focus fall into two types:

- Crashes involving any users that has fatal or severe consequences
- Crashes involving people walking or cycling

Crashes of Focus

Understanding the vulnerability of users with special needs, those who choose to walk or bike and recognizing that a street that is safe for a person walking is also inherently safe for a person driving, the City prioritizes the design in the following manner:

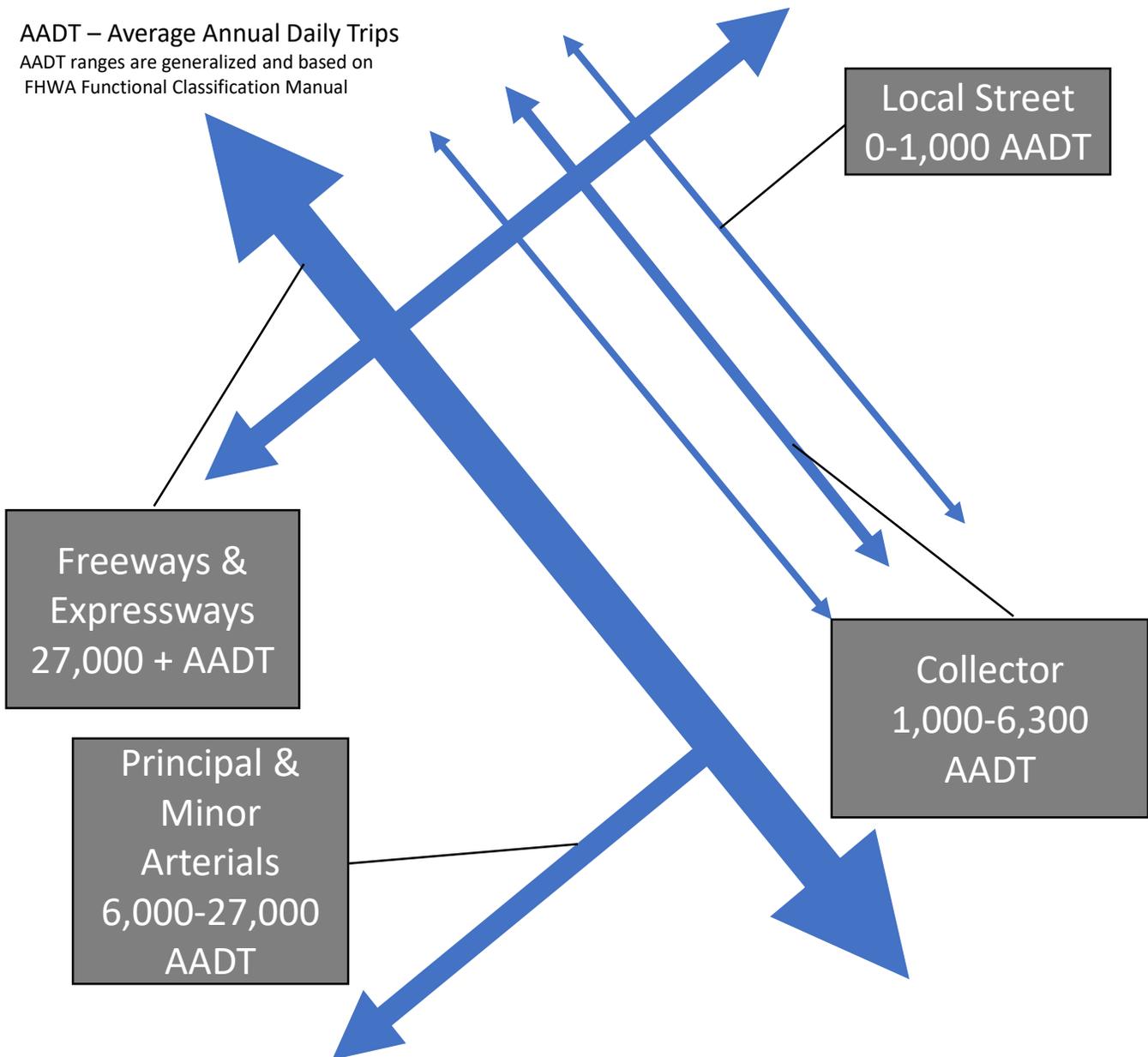
- The disabled or young children
- General pedestrian
- Bicyclist
- Transit
- Automobiles



Not All Streets were Designed Equal

Post-1940, different City streets were designed to move different levels of traffic as part of a functional classification system; as a result traffic is funneled onto relatively few streets while access was not managed resulting in High-Injury Areas. When designing Highways and Interstates, this created a relatively safe system; when these standards were imported to urban street design, where automobiles mix with all other forms of traffic, it became dangerous. This increased danger is reflected in the High-Injury Network, a relatively small selection of City streets, where most of the City's crashes occur.

AADT – Average Annual Daily Trips
AADT ranges are generalized and based on
FHWA Functional Classification Manual



The High Injury Network

- The High Injury Network (HIN) consist of the streets where the majority of fatal and serious-injury causing crashes occur
- The vast majority of the serious or fatal crashes on any street network occur on a small percentage of the streets
- HIN Streets are the areas where the City's initial efforts will be focused

Fatal Crashes and serious injuries occur on approximately 2% of City Streets

- City streets are those within City limits that are directly controlled by the City and not the State

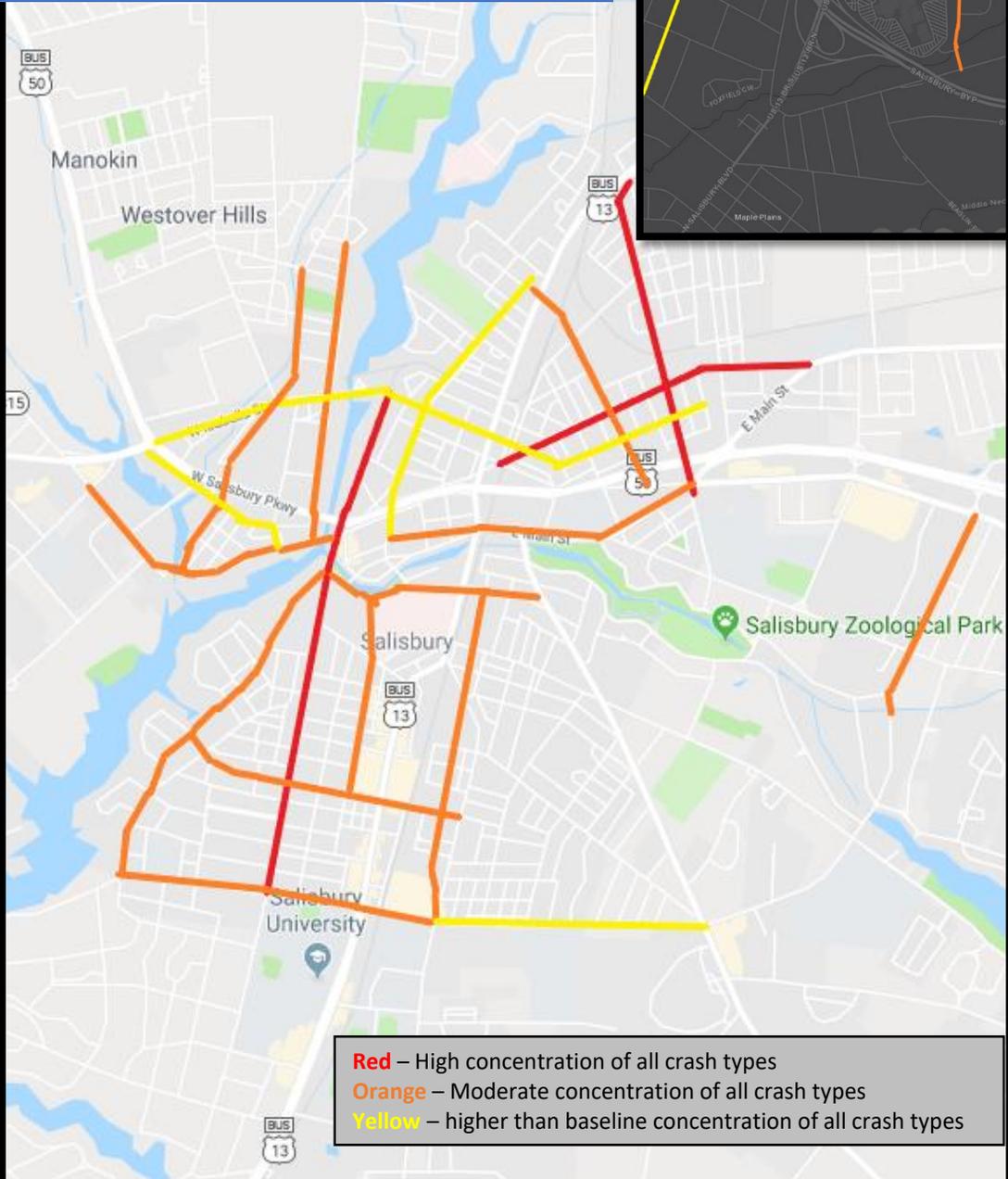
Approximately 50% of Serious Injury Crashes on City Streets occur on just 6.4% of the City's Streets

- Every street in this category except Lake St, carries more than 8,000 auto trips per day. All but Carroll St. have uncontrolled access, meaning a high frequency of driveways

37.8% of Pedestrian related crashes occur on just 5 streets

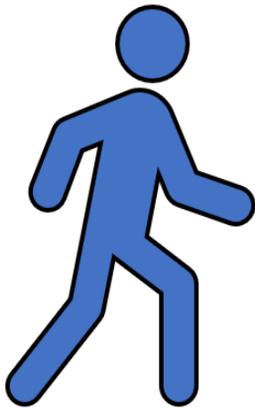
- Meanwhile, 24.5% of bicycle crashes occur on just 3 streets

The High Injury Network



The High Injury Network

High Crash Corridors- People Walking and Biking



West Carroll Street

West College Avenue

East Main Street

West Main Street

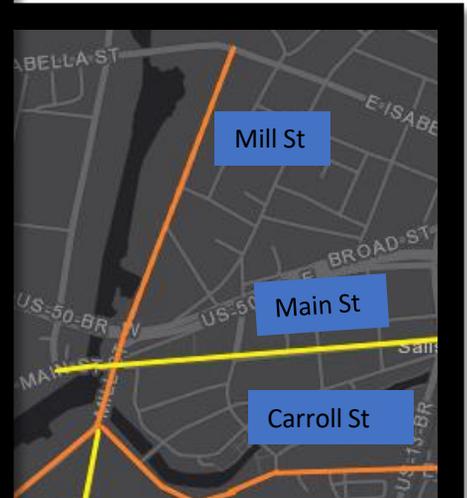
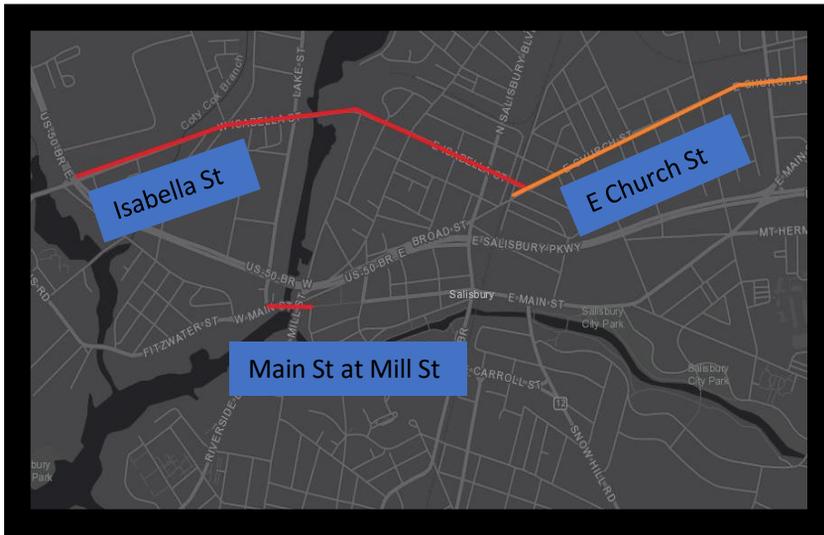
South Boulevard

West Isabella Street

West Main Street

East Church Street

The High Injury Network – People Walking & Biking Crashes



Red – High concentration of all Bike Crashes
Orange – Moderate concentration of Bike Crashes

In 2019, Helsinki, Finland – a City of 631,695 people and early Vision Zero adopter – eliminated non-driver fatalities while suffering three driver fatalities. Next year, Helsinki hopes to eliminate traffic fatalities entirely



Orange – Moderate concentration of Pedestrian Crashes
Yellow – higher than baseline concentration of Pedestrian Crashes

The High Injury Network



Top City Streets with
Serious Injury
Crashes

Eastern
Shore Drive

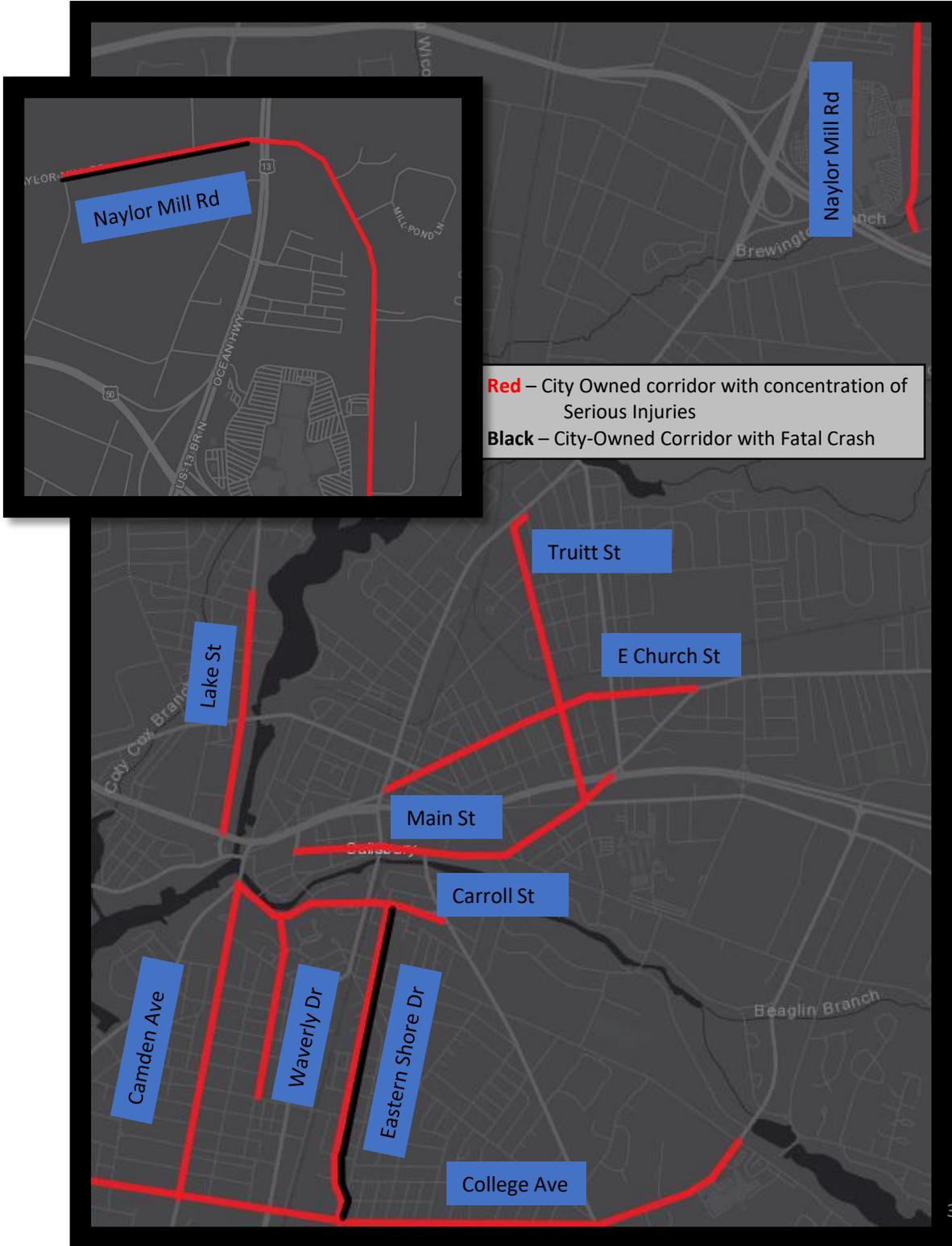
East Church
Street

Top City
Streets with
Fatal Crashes

Eastern
Shore Drive

Naylor Mill
Road

The High Injury Network – Top Fatal & Serious Injury Corridors



The High-Injury Network

Top Concentrations of Intersection Crashes

Intersections are where approximately 40% of severe crashes are concentrated nationally, according to FHWA statistics

Top Intersections For All Crashes

- Mill St. at W. Main St.
- Mill St. at Riverside Dr.
- E. Church St. at Truitt St.
- Eastern Shore Dr. at E. Carroll St.
- Eastern Shore Dr. at College Ave.
- Naylor Mill Rd. at Northgate Dr.

Top Intersections for Bicycle Crashes

- W. Isabella St. at W. Main St
- Mill St. at W. Main St.

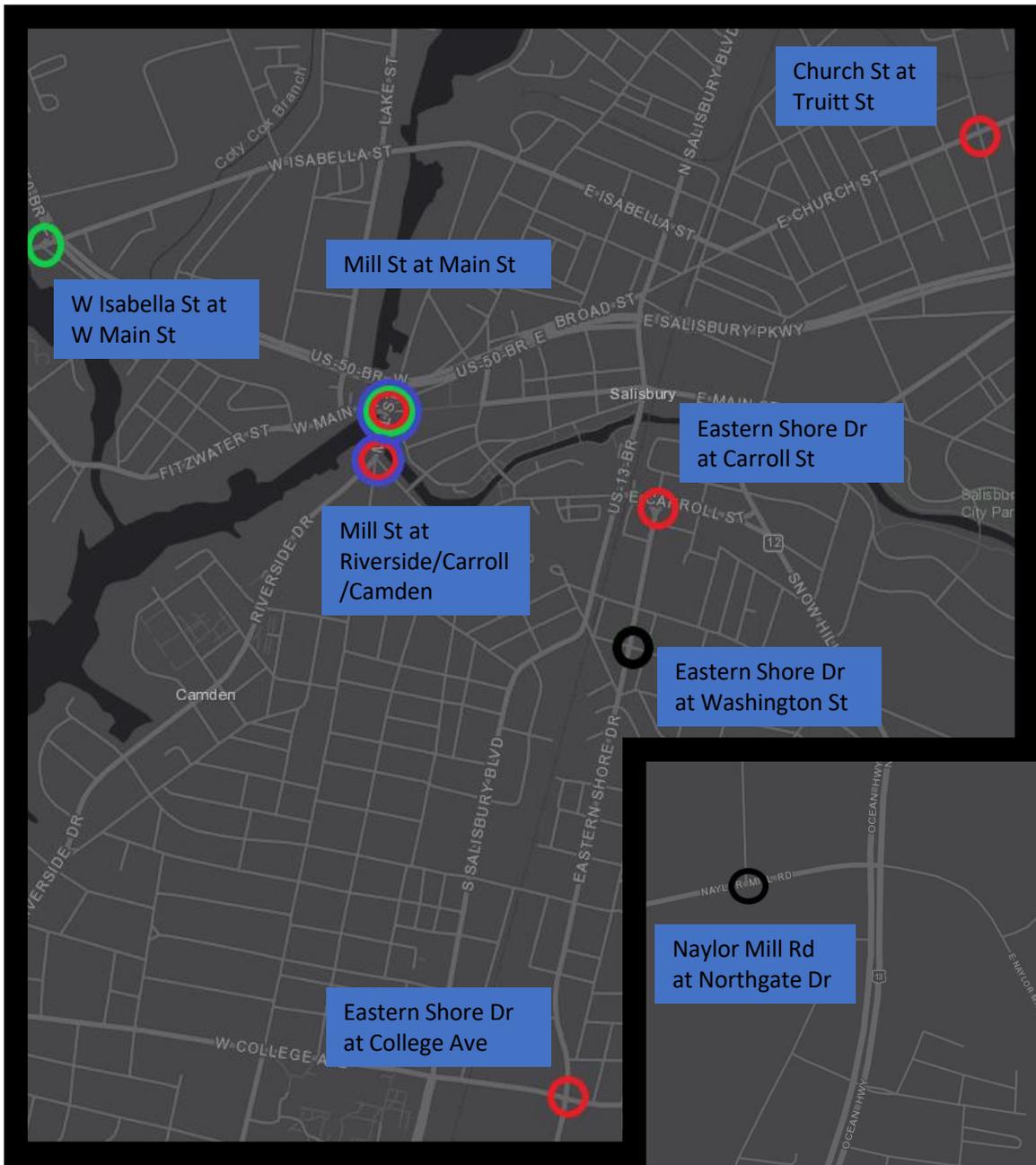
Top Intersections for Pedestrian Crashes

- Mill St at W. Main St.
- Mill St. at Riverside Dr.

Intersections where Fatal Crashes Occurred

- Eastern Shore Dr at Washington St.
- Naylor Mill Rd. at Northgate Dr.

The High Injury Network – Intersections



Red – High concentration of all crash types
Green – High Concentration of Bike crashes
Blue – High concentration of Pedestrian Crashes
Black – Fatal Crash Location

High Crash Corridors All Crash Types



- East Church Street
- Mill Street
- Camden Ave



DUI Citations

Of the 21 corridors with above average DUI citations, all but 4 are also in the High-Injury Network of streets

Red – High concentration of DUI's
Orange – Moderate concentration of DUI's
Yellow – higher than baseline concentration of DUI's

Timing of Crashes (2013-2017)

Time/Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
000	9	3	4	5	2	4	16	43
0100	11	3	5	2	2	2	11	36
0200	10	4	3	4	5	10	7	43
0300	10	2	1	0	3	5	9	30
0400	4	3	3	2	2	0	4	18
0500	4	1	2	3	2	1	1	14
0600	3	10	3	6	7	5	2	36
0700	1	15	13	12	16	9	6	72
0800	2	18	16	19	19	21	10	105
0900	7	13	12	22	7	12	6	79
1000	4	15	16	13	9	13	13	83
1100	8	20	17	22	22	13	17	119
1200	13	13	24	18	24	23	19	134
1300	14	20	11	26	20	24	16	131
1400	14	24	25	22	31	32	10	158
1500	8	29	27	24	21	39	16	164
1600	20	27	22	19	24	30	11	153
1700	11	14	14	23	28	22	12	124
1800	13	17	12	17	16	16	13	104
1900	15	11	10	4	9	18	13	80
2000	9	5	8	8	5	11	12	58
2100	8	8	5	8	10	12	8	59
2200	7	6	2	3	2	7	8	35
2300	7	4	4	3	6	8	11	43
Total	212	285	259	285	292	337	251	1,921

Time of Day	
0000	43
0100	36
0200	43
0300	30
0400	18
0500	14
0600	36
0700	72
0800	105
0900	79
1000	83
1100	119
1200	134
1300	131
1400	158
1500	164
1600	153
1700	124
1800	104
1900	80
2000	58
2100	59
2200	35
2300	43

Day of Week	
Sunday	212
Monday	285
Tuesday	259
Wednesday	285
Thursday	292
Friday	337
Saturday	251

Top Times of Day	
1500	
1400	
1600	

Top Days of the Week	
Friday	
Thursday	
Wednesday	



Top Times and Days	
Friday at 1500	
Friday at 1400	
Thursday at 1400	

In late 2018, the City requested a study from RAVEN, a data analysis team funded through MDOT, of crash data from 2013-2017 concentrating on timing of crashes. Crashes rates increase all throughout the work day and week, but are much more likely to occur in the afternoon, especially on Thursday and Friday.

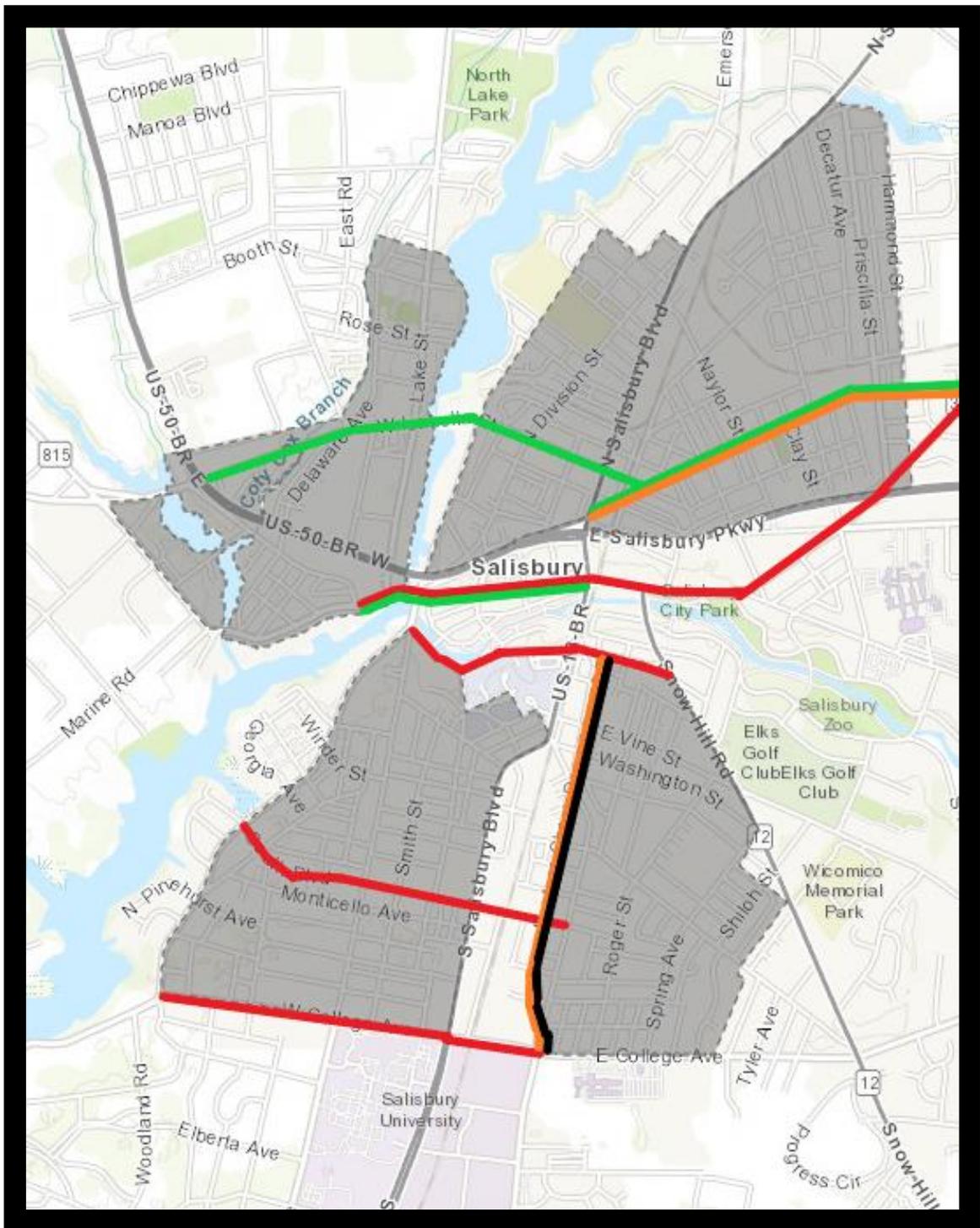
Communities of Concern

- Areas with high concentrations of crashes also tend to be communities that were historically neglected and contain disproportionate levels of families in the low-moderate income category. This is true nationwide.
- This follows a national trend where the highest crash concentration tend to be in low-mod income areas; the presumed leading cause? These neighborhoods have higher proportions of residents who rely on walking and biking for transportation, and they also were the neighborhoods that were most affected by the high-speed road building practices of previous eras
- A local example: Church St. was once part of the Georgetown Neighborhood, a community that was largely demolished for the construction of US 50 Business
- Because these areas have high concentration of people walking and biking, they are generally prioritized for bike and pedestrian infrastructure



Low-Moderate Income areas or “Low-Mod” areas are neighborhoods that are eligible for Community Development Block Grant (CDBG) funds from the US Department of Housing & Urban Development. They are areas where at least 51% of households have incomes at or below 80% of the area median income. (Source: hud.gov)

Communities of Concern



- Red** – High concentration of all Pedestrian Crashes
- Green** – High Concentration of Bike crashes
- Orange** – High concentration of Serious Injury Crashes
- Black** – Corridor with Fatal Crashes on record



Taking Action

Taking Action

The City is on a Mission to Eliminate Traffic Fatalities and Serious Injuries by 2030

Our Goals to get us there:

Reduce Speeds to Safe Levels

- Use the Context of each street to set a safe limit
- Reduce occurrences of speeding in the City

Eliminate Fatal Crashes on the High-Injury Network

- Enact countermeasures to decrease the severity of crashes when they do occur
- Prioritize Streets in the High Injury Network to eliminate the most dangerous hazards first

Reduce occurrences of all crashes on City Streets by 50% by 2030
(5% per year)

- Reduce conflict points and manage access
- Design with the principle that humans make mistakes, and mistakes should not be fatal

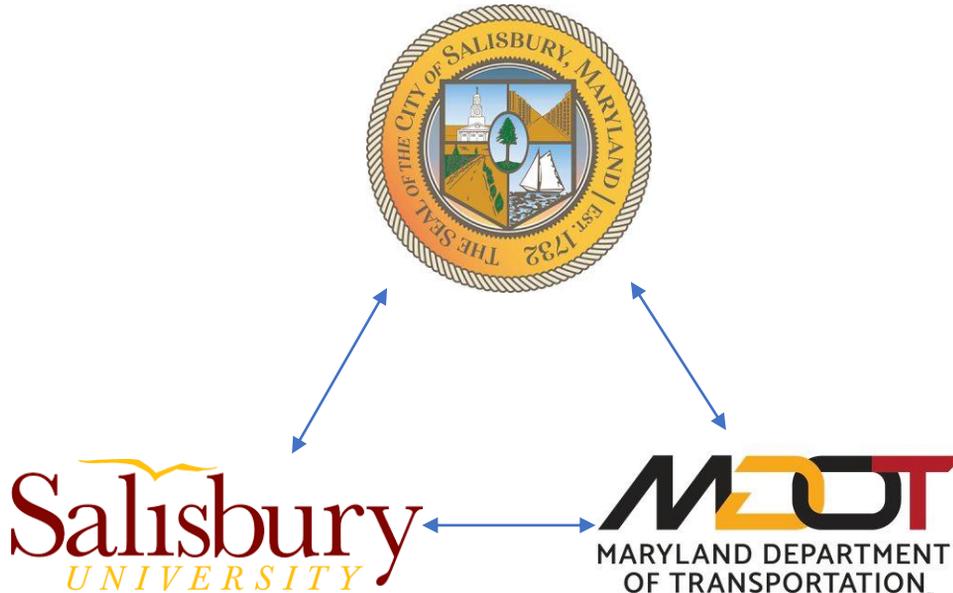
Reduce VMT (Vehicle Miles Traveled) by 15% by 2030 (1.5% each year)

- Work to expand Transit and multi-modal options
- Provide multiple safe options for reaching destinations
- Reductions in VMT is directly related to reductions in crashes

Educate the Public Expand the Understanding that Speed is the leading factor in fatal crashes

- Increase the awareness around the danger of speed
- Help the public adapt to new ways of thinking and design

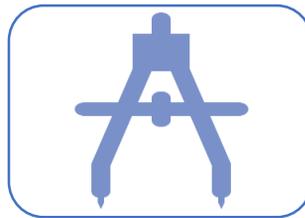
Working with our Jurisdictional Partners



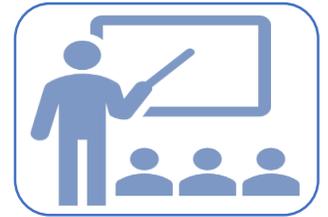
- The nature of the transportation network means that there are streets in the City Network that are controlled by the City – the vast majority by centerline mile - others that are controlled by MDOT – the largest and busiest – and even some owned and maintained by Salisbury University;
- As such the City does not have jurisdiction everywhere, but all of the jurisdictional partners are committed to working together toward a safer network for all of our residents and the City remains committed to working with them. It is not a hierarchical relationship, but a consortium of equals;
- Each Agency has its own priorities and objectives, however our core mission remains the same; the end of traffic fatalities and severe injuries by 2030.

The Tools at our Disposal - The Five E's of Vision Zero

- Using Systemic Safety design practices, **engineering** techniques will be used to reduce the likelihood of crashes, **enforcement** will be stepped up, to ensure compliance with law and **education** & outreach will be widespread to make sure citizens understand what we are doing and why. **EMS** provides and opportunity to preserve life when all else has failed and can provide the most up to date and pertinent information to crash analyses. Data will be used to **Evaluate** the effectiveness of the Vision Zero program.



Engineering



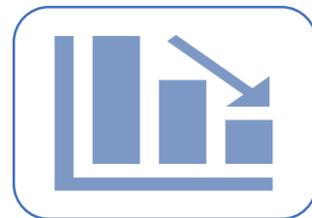
Education



Enforcement

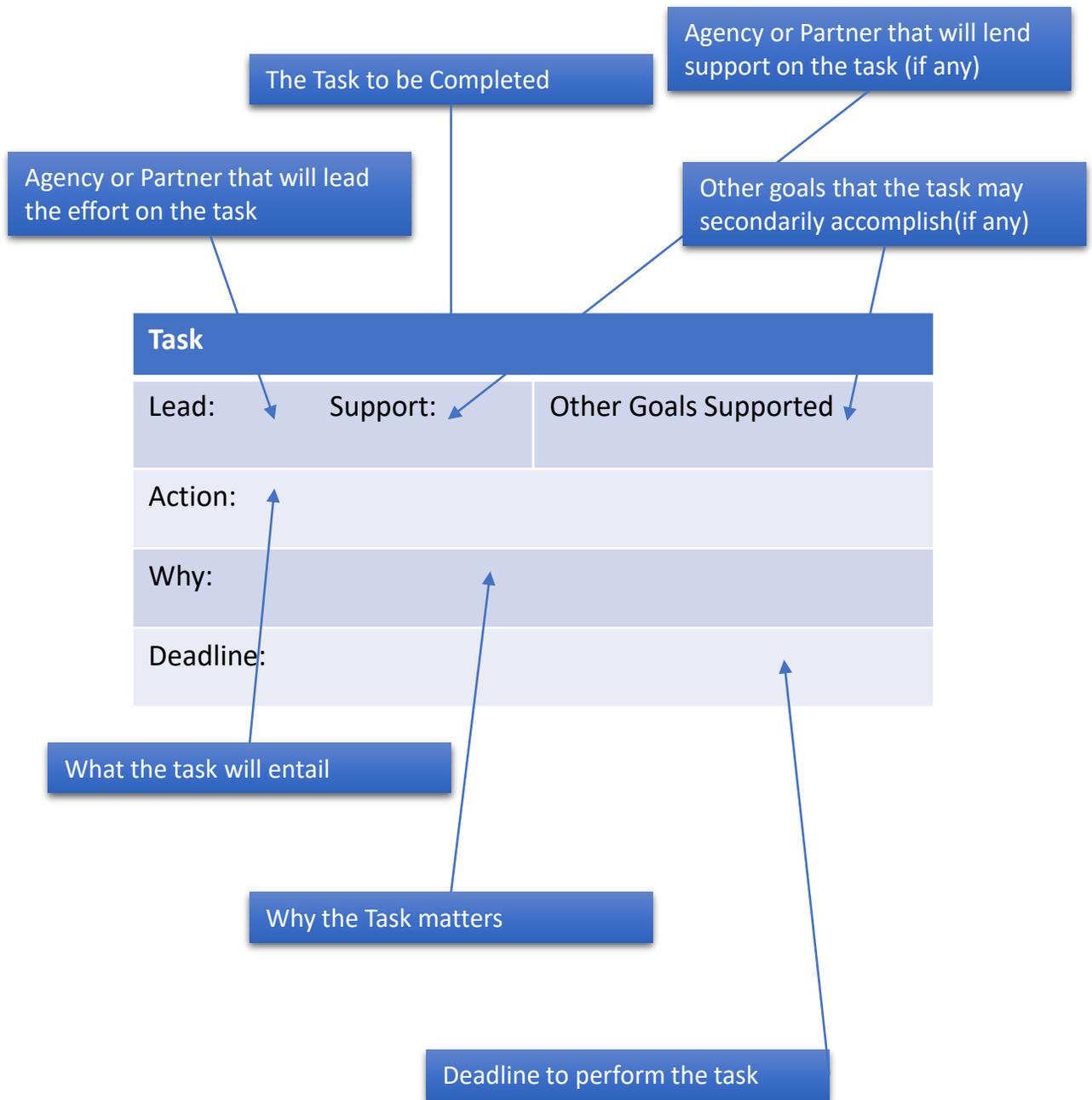


EMS



Evaluation

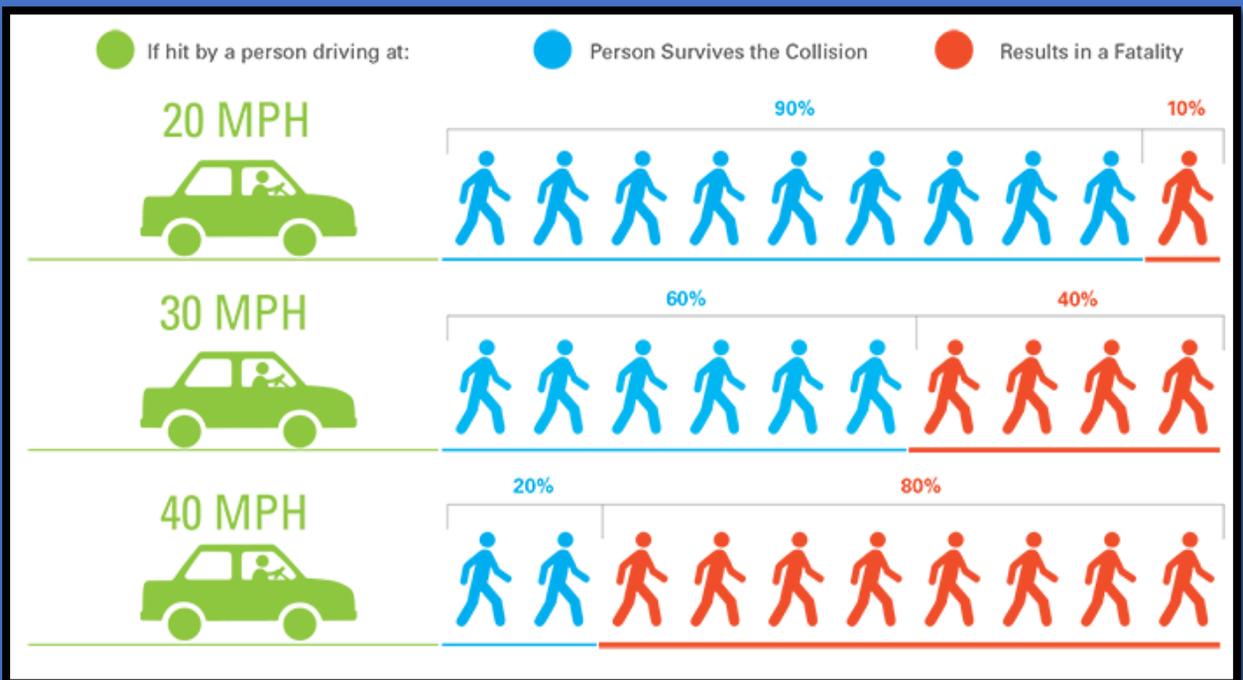
How to Read the Action Plan



Each Task is appears grouped by which Citywide Goal it primarily supports

Reducing Speed Limits to Safe Levels

Speed is the largest contributing factor to crash severity. A difference of a few miles per hour can be the difference between life and death. As such, the core of Vision Zero's effort revolve around reducing the speed of automobiles, and completely separating modes and/or directions of travel wherever possible. Reduction of operating speeds, and sometimes posted speed limits, are the most effective way to reduce severe injuries and fatalities in the transportation network. Excessive speed is the leading contributing cause of such events and the level of speed at the time a crash occurs directly correlates to the survivability of the crash.



Source: Vision Zero Network

Reducing Speed Limits to Safe Levels

A1. Context Based Speed Limit Analysis

Lead: DID Support: FieldOps

Other Goals: Eliminate Fatalities

Action: Using a context-based method of review to begin a study of speed limits throughout the City.

Why: Speed is the largest contributing factor to the severity of crashes. Traditional methods of speed limit review are losing favor nationally as the default method. Context-based methods allow speed limits to be set based on safety, intended use of the right-of-way and the surrounding land use.

Deadline: July 1, 2022

A2. Expansion of the Speed Camera Program

Lead: DID Support: SPD

Other Goals: Eliminate Fatalities

Action: Expand use of automated speed enforcement cameras to deter speeding

Why: Placement of additional automated speed cameras will provide a deterrent to speeding along key corridors. State Law currently allows placement of speed cameras in the proximity of schools, which fits with the City's desire to prioritize school zones for Vision Zero Improvements

Deadline: July 1, 2025

A3. Speed Awareness and Safety Program

Lead: DID Support: SPD

Other Goals: Reduce Crashes

Action: Utilize driver feedback signs and educate the public on the dangers of speed

Why: Speeding on City streets, especially on neighborhood/residential streets is a major safety issue and prevents safe use of the street space by non-motorized users

Deadline: July 1, 2022

Reducing Speed Limits to Safe Levels

A4. Slow-Zone Program

Lead: DID Support: FieldOps

Other Goals: Eliminate Fatalities

Action: Designate specific slow-zones around the City where speed limits are reduced to lower risk to the disabled, children, pedestrians and cyclists

Why: Certain areas of the City have higher than normal concentrations of a vulnerable user type – the disabled, children and people walking and cycling – Slow zones recognizes those areas and impose lower speed limits for safety in areas such as schools, parks, the University District etc...

Deadline: July 1, 2022

A5. Expand Current Pop-Up Events

Lead: HCDD Support: DID, SFD, SPD, FieldOps

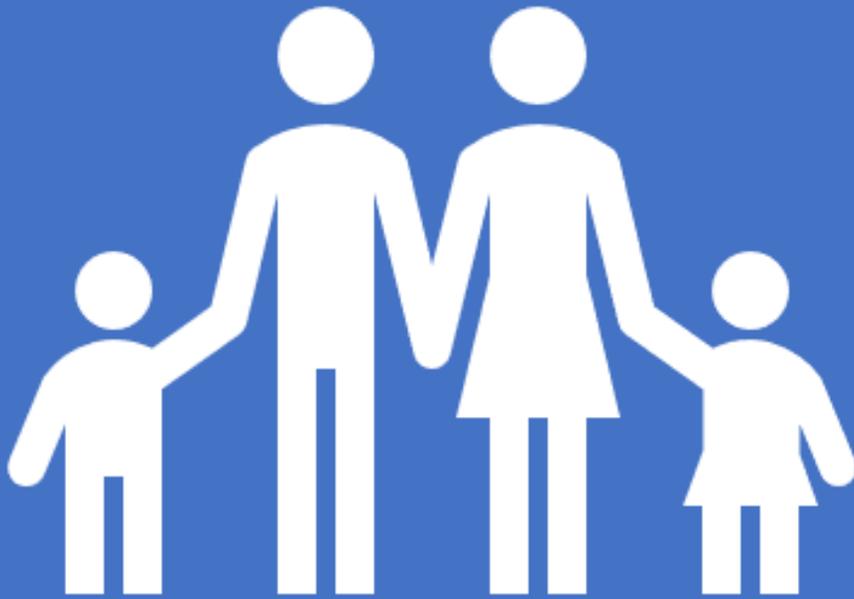
Other Goals: Education

Action: Increase the use of Pop-up bus stops and incorporate “tactical urbanism” demo project during the Neighborhood Walks. Pop-Ups could include curb extensions, lane narrowing, crosswalks and bike lanes

Why: HCDD regularly conducts neighborhood walks through the City and often couples them with “pop-up” bus stops. The use of temporary traffic calming techniques should be expanded to demonstrate to residents the benefit of traffic calming techniques for safety and normalize them to the general public

Deadline: Ongoing

Eliminate Fatalities on the High-Injury Network



While the Elimination of Fatalities and Serious Injuries throughout the entire City is the central goal of Salisbury's Vision Zero program, there are low-cost, easily implemented techniques that we can do NOW to eliminate, or at least, severely reduce the chance of fatalities on the identified High-Injury Network while permanent design solutions are sought

Eliminate Fatalities on the High-Injury Network

B1. Modifications to the High Injury Network

Lead: DID Support: GIS, FieldOps

Other Goals: Reduce Crashes

Action: Begin study of crash characteristics of each of the high crash corridors and identify what the root cause of the issues are; Once identified design and implement strategies to eliminate fatal and serious injury crashes. Initial designs can be of an interim nature pending permanent solutions

Why: Focusing the City's limited resources on the most at-risk corridors first, and prioritizing each project by its ability to reduce crash occurrences and severity is most effective way for the City to reach Zero

Deadline: July 1, 2025

B2. Modifications to the High Injury Intersections

Lead: DID Support: GIS, FieldOps

Other Goals: Reduce Crashes

Action: Immediately begin study of the high-crash intersections to include signal or roundabout warrant analyses (some of which are already in the funding pipeline). Implement recommended countermeasures as soon as funding permits

Why: Focusing the City's limited resources on the most at-risk intersections and prioritizing each project by its ability to reduce crash occurrences and severity is most effective way for the City to reach Zero. As crashes tend to concentrate around intersections, countermeasures there may have the greatest impact

Deadline: July 1, 2025

B3. High Injury Network Streetlight Installation Program

Lead: DID Support: FieldOps

Other Goals: Reduce Crashes, Reduce VMT

Action: Install Streetlights to achieve the new City standard of ½ foot-lumen in all high crash areas (up from 1/10 foot-lumen)

Why: A large percentage of crashes occur at night. Streetlighting is a proven countermeasure to reduce crash risk by increasing visibility

Deadline: July 1, 2025

Eliminate Fatalities on the High-Injury Network

B4. Study for expansion of Hike and Bike System to Naylor Mill Rd

Lead: DID Support:

Other Goals: Reduce VMT

Action: Begin study and planning for the expansion of the Hike and Bike System, currently present along Beaglin Park Dr, to Naylor Mill Rd

Why: As development increases along the Naylor Mill Rd Corridor traffic, and correspondingly crashes, are expected to increase. Expansion of the Hike and Bike along the corridor will keep persons walking and biking safe from passing automobiles.

Deadline: July 1, 2025

B5. Naylor Mill Rd Corridor Study

Lead: DID

Other Goals: Eliminate Fatalities

Action: Using an ongoing developer funded traffic study as a starting point, conduct a study of the E. Naylor Mill Rd corridor from Gordy Rd to Jersey Rd with emphasis on the intersections with S. Mall Rd, N. Mall Rd, Parsons Lake Dr., Northgate Dr. and Jersey Rd.

Why: Recent and planned auto-oriented development has led to increased use of the corridor and increased crashes, one of which was fatal in the past 5 years.

Deadline: July 1, 2025

B6. Road Safety Audit Working Group

Lead: DID Support: SPD, SFD, FieldOps

Other Goals: Reduce crashes, Eliminate Fatalities

Action: Create a working group to conduct road multidisciplinary safety audits of high crash areas

Why: Road Safety audits are conducted by a mixed team of professions in order to provide the widest variety of insight possible. By working “outside the silos” teams may be able to identify previously undocumented factors leading to collisions

Deadline: July 1, 2022

Eliminate Fatalities on the High-Injury Network

B7. Execution of Eastern Shore Visioning Study

Lead: DID

Other Goals: Eliminate Fatalities,
Reduce Crashes

Action: Conduct preliminary engineering, survey and outreach for modifications to Eastern Shore Drive

Why: Eastern Shore Drive is a high injury corridor due to excessive width, high speeds, poor bike facilities and uncontrolled access. The City has begun work on a long-term plan to revamp the corridor into a safe, mixed-use corridor

Deadline: July 1, 2025

B8. Camden Ave. and College Ave Improvements

Lead: DID Support: SU

Other Goals: Eliminate Fatalities,
Reduce Crashes

Action: Install traffic calming and safety measures along College and Camden Avenues where the streets border the University

Why: Camden and College Avenue jointly appear on the High Injury Network, largely due to the high amounts of mixed traffic each street carries due to the presence of the University. Low-Cost Safety improvements, would help reduce both the occurrences and severity of crashes on each corridor

Deadline: July 1, 2025

B9. Citywide Striping & Signage Maintenance and Renewal

Lead: FieldOps

Other Goals: Eliminate Fatalities,
Reduce Crashes

Action: Using contractors or equipment to be purchased by the City, establish a pattern of renewing striping and Signage on City streets regularly, before the striping and Signs lose retroreflectivity and becomes hard-to-see.

Why Signage and striping have a minimum standard of retroreflectivity. When the striping meets the minimum standards it is extremely easy to see in all conditions and assist drivers in navigation of the right-of-way.

Deadline: July 1, 2022 (equipment purchase) Ongoing (scheduled maintenance)

Reducing Overall Crashes & Eliminating Serious and Fatal Crashes

Reduction of the overall crash rate and Eliminating Serious and Fatal Crashes are one of the primary missions of Vision Zero. By making small changes in how we evaluate design solutions and how we prioritize modes, lives can be saved.



Reducing Overall Crashes & Eliminating Serious and Fatal Crashes

C1. School Zone/Pedestrian Dense Area Crosswalk Program

Lead: DID Support: FieldOps

Other Goals: Eliminate Fatalities

Action: Install marked high-visibility “continental” crosswalks at all intersections in the Downtown and Marina Districts, within ½ mile of every school or Park within City limits and within 1 mile of SU

Why: While crosswalks are “implied” at every corner under Maryland Law, marked crossing provide an effective, and relatively cheap tool for decreasing the chance of crashes.

Deadline: July 1, 2022

C2. Scheduled Traffic Signal Replacement Warrant Analyses

Lead: DID Support: FieldOps

Other Goals: Reduce Crashes

Action: As old traffic signal assemblies age out and are scheduled for replacement, conduct signal warrant analyses to determine if the signals are still “warranted,” i.e., needed. Unwarranted traffic signals INCREASE the risk of crashes.

Why: Recently many signals scheduled for replacement, such as Circle Ave/S. Division and Main/Division were no longer warranted and presented a higher crash risk to remain in place. Truitt/Church St and Old Ocean City Rd/Moss Hill have also recently been deemed unwarranted and will be removed.

Deadline: Ongoing (based on Signal Replacement Schedule)

C3. Improvements to Dogwood Dr & Wesley Dr Corridors

Lead: SU Support: DID

Other Goals: Reducing VMT

Action: Improve non-motorist connectivity between the Main Campus and the future Court Plaza Student Housing Development

Why: The Future 700+ bed Court Plaza Project is expected to generate large amounts of non-motorist activity along these two corridors and the University desires to make proactive improvements along both streets to minimize crashes

Deadline: July 1, 2023

Reducing Overall Crashes & Eliminating Serious and Fatal Crashes

C4. Development of a Roundabout Policy/Program

Lead: DID

Other Goals: Reduce Speed

Action: Develop a policy that encourages, or preferably, mandates the construction of roundabouts rather than traffic signals where feasible

Why: Roundabouts produce a massive reduction in serious and fatal traffic crashes by virtually eliminating the possible occurrence of a head-on collision or “T-Bone” crash. There are situation where roundabouts would not be preferred, but they are rare and can be handled on a case-by-case basis

Deadline: July 1, 2022

Why Roundabouts? International and US data has proven that roundabouts produce up to a 90% reduction in fatal crashes and Maryland Specific data shows a 51% reduction in injury-causing crashes while a 37% reduction in crashes overall. Additionally, the two most dangerous crash types, head-on and “t-bone” crashes, are virtually eliminated in a roundabout

C5. Publish New Street Design Guidelines

Lead: DID

Other Goals: Reduce VMT

Action: Refine the drafted Complete Street Design Guidelines that will dictate how new streets are constructed and old ones rebuilt, and publish for public consumption. Will be based on Professional and Federal Guidelines and the new MDOT Contextual Guidelines

Why: The City will never be able to catch up in street redesigns if all new streets constructed as the City expands are built to old, auto-centric design standards. Updates to the guidelines will mean all new streets meet the newest safety standards for all users.

Deadline: July 1, 2021

Reducing Overall Crashes & Eliminating Serious and Fatal Crashes

C6. Installation of Pedestrian Signals at all New or Existing Signals

Lead: DID Support: FieldOps

Other Goals Supported: Reduce VMT

Action: Acquire funding and install pedestrian crossing signals and all existing traffic signals that do not currently possess them. Simultaneously, create a policy to require them on all new signals in City Limits. Signals within ½ mile of schools will be prioritized

Why: Pedestrian Signals significantly reduce the crash risk presented to pedestrians at large signalized intersections.

Deadline: Ongoing

C7. Rectangular Rapid Flashing Beacon (RRFB) Installation Program

Lead: DID Support: FieldOps

Other Goals Supported: Reduce VMT

Action: Install RRFB's in areas where pedestrians, cyclists or children congregate.

Why: RRFB's have been proven to increase yield rates from automobiles by over 90% vs. conventional flashing beacons and are comparatively cheap. Several examples are already in use in the City. They are coupled with crosswalks to increase safety to persons walking or biking.

Deadline: Ongoing

C8. Work to Develop a Tri-Lateral Working Group with County Roads and MDOT-SHA

Lead: DID

Other Goals Supported: Reduce Crashes

Action: Further deepen the ties between the City, County Roads and MDOT-SHA

Why: Due to MDOT-SHA having jurisdiction over the largest roads in the City and the skewed City limits that mean many streets are split between City and County jurisdiction, the City cannot unilaterally make improvements on every corridor. A Trilateral Working Group would present an opportunity to deepen ties and address crash concentrations outside of the City's jurisdiction in a formal manner

Deadline: July 1, 2022

Reducing Overall Crashes & Eliminating Serious and Fatal Crashes

C9. Traffic Signal High Visibility Upgrades

Lead: DID Support: FieldOps

Other Goals: Reduce Crashes

Action: Install Retroreflective backing plates and second signal heads (if needed) on all City signals not scheduled for removal

Why: The retroreflective backing plates that have recently been developed provide exponential greater visibility of signals in all environments and conditions. Some older City signals do not have two signal heads per direction, a more recent requirement of the MD Manual of Uniform Traffic Control Devices

Deadline: July 1, 2022

C10. Intersection Visibility Audit and Improvements

Lead: DID Support: FieldOps

Other Goals: Reduce Crashes

Action: Audit every intersection in the City (priority being the high-crash intersections) to ensure that ample lines of sight are present. Coordinate tree trimming, landscape maintenance and new signage as necessary

Why: Every intersection has a “sight triangle” and objects that obstruct sight within that triangle decrease visibility of opposing or crossing traffic and increase risk. Even small shrubs can impede the visibility of a person walking or biking

Deadline: July 1, 2025

C11. Street Surface Maintenance Program

Lead: DID

Other Goals: Reduce Crashes

Action: Take the new City Street Surface maintenance program and increase it spread ensuring that street surfaces are getting crack-sealed and a receiving a surface treatment such as slurry, micro-surfacing or cape seal on a regular schedule

Why: Proper surface maintenance ensures that street surfaces have the proper levels of skid-resistance, which in turn reduces crashes in poor (wet/icy) weather conditions. It also proactively prolongs the life of the pavements, thereby stretching the City budget further.

Deadline: Ongoing

Reducing Overall Crashes & Eliminating Serious and Fatal Crashes

C12. Expand Transportation Team and Hire a Vision Zero Coordinator

Lead: DID

Other Goals: Eliminate Fatalities

Action: Expand the City Transportation staff from 1 dedicated position with support from other personnel to a dedicated staff of at least three people to include a Vision Zero Coordinator

Why: Current growth and a renewed emphasis on transportation *improvements* rather than just maintenance has stretched the single dedicated professional staff member for Transportation thin and additional staff are needed in order to support the workload. Additionally, the hiring of a Vision Zero Coordinator would remove bureaucratic burden and policy-writing from the hands of transportation staff allowing them to implement more projects faster.

Deadline: July 1, 2023

C13. Create an Internal GIS Viewer for Vision Zero

Lead: GIS

Other Goals: Education

Action: Create an Internal GIS Viewer that will consolidate all relevant information into a single application

Why: By creating a single tool with the necessary information such as crosswalk locations, sidewalk gaps, street condition, available lighting and more Transportation staff will be able to easily identify necessary improvements and more readily identify causes of known severe crashes

Deadline: July 1, 2021

C14. Crosswalk Campaign

Lead: DID, SU Support: SUPD

Other Goals: Education

Action: Develop and implement a “crosswalk campaign” where signature signage is used to grab attention

Why: Using special custom signage embedded onto the sidewalk to grab distracted pedestrian’s attention at danger areas has been used nationally to reduce crashes- The University District will be prioritized given the amount of distracted pedestrians in that area

Deadline: July 1, 2022

Reduction of Vehicles Miles Traveled (VMT) and Providing New Alternatives

The number of crashes that occur in any given area is directly proportional to the Vehicle Miles Traveled (VMT) in that area. VMT is a measure of the amount of automobile traffic in a given space. By reducing VMT, we can reduce the number of crashes of all types, while also reducing greenhouse gas emissions and creating a less stressful environment for walking and cycling



Reduction of Vehicles Miles Traveled and Providing New Alternatives

D1. Execution of the Rail Trail and Urban Greenway Masterplans

Lead: DID Support: SU

Other Goals: Reduce Crashes

Action: Continue the final design and implementation of the Bike Network, Rail Trail and Urban Greenway Masterplans

Why: The planned, Rail Trail and Urban Greenways will provide ample and safe routes for pedestrians and cyclists with the Rail Trail serving as a north-south backbone and the Urban Greenway creating the same core in an east-west configuration

Deadline: July 1, 2025

D2. Plan for Improvements to East-West Connectivity for Salisbury University

Lead: SU Support: DID, MDOT

Other Goals: Eliminate Fatalities

Action: Improve non-motorists connectivity between the Main and East Campus facilities for SU; currently the two campuses are highly divided by US13 Business

Why: Student housing development on/around East Campus is increasing daily non-motorist activity along US13, meanwhile a major student housing development to the south of Main Campus is expected to increase pedestrian and cyclist activity along the Milford St corridor and US 13 crossing, especially on game days

Deadline: July 1, 2025

D3. Bike Share Implementation

Lead: Mayor's Office Support: DID/SU

Other Goals: Reduce Crashes

Action: Continue and execute the final contractual requirements for Bike Share Implementation

Why: The planned Bike Share system will provide short-term rentals of Bikes to residents across the City, when they need them, where they need them, freeing them from the constraints of a single mode for any individual trip

Deadline: July 1, 2021

Reduction of Vehicles Miles Traveled and Providing New Alternatives

D4. Execution of the Bicycle Network Masterplan

Lead: DID Support: SU/MDOT

Other Goals: Reduce Crashes

Action: Continue the final design and implementation of the Bike Network

Why: The planned Bike Network will provide a safe, equitable transportation option to City residents. With the Network spreading radially from Downtown and Salisbury University, the network will combine with the Urban Greenway and Rail Trail every resident will have a bike facility of some type within ¼ mile of them

Deadline: Ongoing

D5. Increase in BPAC Presence and outreach

Lead: BPAC Support: DID

Other Goals: Education

Action: BPAC will expand its outreach into the community by making the bike valet more visible and present at more events while also distributing educational materials and biking-related items to the public at events

Why: BPAC (Bicycle and Pedestrian Advisory Committee) is the City's link to the public at events such as Third Friday, the National Folk Festival and more. They organize bike valet parking to encourage higher ridership and entire bike events that benefit all residents. Expanding their reach and message will help educate the public and encourage them to choose alternative travel modes

Deadline: July 1, 2021

D5. ADA Upgrades of Sidewalks

Lead: DID

Other Goals:

Action: Increase the rate of installation of ADA compliant ramps, driveways and sidewalk widenings

Why: The City regularly updates ADA facilities in the sidewalk network. Increasing the frequency of such projects increasing the walkability of the network for all users and encourages higher use

Deadline: Ongoing

Reduction of Vehicles Miles Traveled and Providing New Alternatives

D6. Mobility-as-a-Service Study

Lead: DID Support: GIS

Other Goals:

Action: Study the potential implementation of a MaaS (mobility-as-a-Service) program within the City

Why: MaaS, which is just now emerging in the US but has been functional in Europe since 2014, provides the single greatest promise to reduce VMT across the City when coupled with transit expansion. If implemented, residents could sign up for a program where they pay monthly subscription fees to have access to a variety of transportation modes – car share, bike share, shuttle, mass transit – through a single app that also provide estimated arrival times by each mode and detail which option is the most convenient at that time

Deadline: July 1, 2023

D7. Transit Expansion

Lead: Mayor's Office Support: DID/SU

Other Goals:

Action: Work with Partner Agencies to expand transit service and frequency

Why: Expansion of Mass Transit would provide enormous benefits to the public; fast, frequent and reliable service would be available for every resident. If coupled with MaaS real, measurable decreases in VMT are possible and additionally, improved service would benefit residents historically locked out of wider employment opportunities due to a lack of transportation

Deadline: July 1, 2025

D8. Salisbury Long Range Transportation Plan

Lead: DID Support:

Other Goals: Reducing Crashes

Action: Develop a Long Range Transportation Improvement Plan (TIP)

Why: The S/W MPO already develops a regional TIP, however, developing a City specific TIP, utilizing the regional plan as the guide, will allow the City to get into greater detail and plan for specific measures up to 30 years out

Deadline: July 1, 2025

Education and Understanding

Despite the best efforts of staff to design and implement a safe transportation network, there will be occasions where individual choice comes into play. The long-term goal of Vision Zero is to establish a transportation network where mistakes made by individuals will not be fatal; in the short-term we can make a difference, save lives, and expand the message of Vision Zero through Education and Outreach



Education and Understanding

E1. Integration of Traffic Safety Modules into the Junior Fire Academy

Lead: SFD Support: DID

Other Goals: Reduce Crashes

Action: Expand the curriculum of the successful Junior Fire Academy by adding traffic safety modules

Why: The Junior Fire Academy reaches children from across the City. By providing a little extra education in traffic safety the City may be able to preempt the occurrence of crashes; additionally, those participant are likely to spread the message to their friends, multiplying the effect

Deadline: July 1, 2023

E2. Expand Traffic Safety Education Program and Distribution

Lead: SFD Support: DID

Other Goals: Reduce Crashes

Action: Work with DID to create educational materials that can be distributed at events where the SFD is already participating; Third Fridays, National Folk Festival, etc...and through the Department's social media.

Why: By providing educational outreach regularly and consistently, the SFD can assist in helping educate the public on the risks associated with automobile travel.

Deadline: July 1, 2021

E3. Introduction of Traffic Safety Education into SPD Mentor Program

Lead: SPD Support: DID

Other Goals: Reduce Crashes

Action: Integrate traffic safety education into SPD's local school mentor program that reaches third and fourth graders.

Why: The SPD mentorship program already reaches young people in the neighborhoods that are most affected by the High Injury Network. By adding traffic safety into that program the City hopes to increase safety for the young users of our transportation network.

Deadline: July 1, 2021

Education and Understanding

E4. Neighborhood Walks

Lead: HCDD Support: DID, SFD, SPD, FieldOps

Other Goals: Reduce Crashes

Action: Adding the distribution of Vision Zero materials to Neighborhood Walks, increase participation of transportation staff in the walks and develop a method for cataloging the information

Why: HCDD regularly conducts neighborhood walks through the City where many of comments received revolve around traffic safety. It is an existing, established way to reach residents and can be expanded easily to contribute to the City's Vision Zero efforts

Deadline: Ongoing

E5. University Student Educational Campaign

Lead: SUPD Support: SU, DID

Other Goals: Reduce Crashes

Action: Using City developed materials, distribute educational traffic safety materials and media to Students

Why: The University District contains several High-Injury Network Corridors and the nature of the University community lends itself well to outreach through SUPD at events and gathering areas, maximizing distribution

Deadline: July 1, 2022

E6. Develop Vision Zero Website and GIS App

Lead: DID Support: GIS

Other Goals: Reduce Crashes

Action: Create a Vision Zero Webpage as part of the City's website giving residents the latest news and information on progress. The page will be coupled with a GIS based app displaying the high-risk areas and should allow public participation/reporting

Why: Transparency is vital to Vision Zero and the web page will allow Citizen participation/contributions of data and give residents the idea of how the schedule is progressing

Deadline: July 1, 2021

In Closing

Together,
we can
eliminate
Fatal and
Serious
Crashes
by 2030.

Achieving our Mission, the end of fatal and serious injury causing crashes by 2030, is ambitious. It will require the focus and effort of not only the City and its partners, but our residents as well. We must treat all users of our transportation network as equals. Everyone must walk, bike and drive as if not only your neighbor's lives depend upon it, but your own as well. Quite frankly, it does.



Our community has the tools and abilities to end these tragedies; **now is the time to do so.**

References

Agencies/Groups

- Vision Zero Network-
www.visionzeronetwork.org
- US Department of Transportation-
www.transportation.gov
- Federal Highway Administration-
highways.dot.gov
- National Highway Traffic Safety Administration – www.nhtsa.gov
- Maryland Dept. of Transportation – mdot.maryland.gov
- MDOT – State Highway Administration – roads.maryland.gov
- MDOT – MVA, Maryland Highway Safety Office -
<http://www.mva.maryland.gov/safety/mhso/index.htm>

DATA

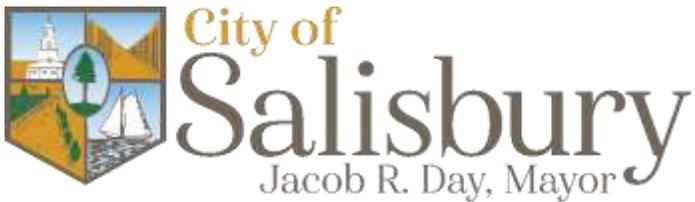
- All City Specific Data utilized in the formation of this plan was taken from data sets gathered at crash scenes and aggregated through various State office and programs. All agencies involved took every step necessary to validate data for accuracy.

• Articles

Curbed, “140 countries pledged to eliminate traffic deaths. The U.S. did not” by Alissa Walker
<https://www.curbed.com/2020/2/25/21150851/stockholm-declaration-road-safety-vision-zero>

Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). *The economic and societal impact of motor vehicle crashes, 2010. (Revised)* (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration





To: City Council

From: Julia Glanz, City Administrator

Subject: COVID-19 Rent Control

Date: May 14, 2020

On March 5, 2020, Governor Larry Hogan declared a state of emergency due to COVID-19. To date, 36.5 million Americans have filed for unemployment which directly impacts the ability of many residents in the City of Salisbury to pay many bills, including rent. Many of the industries hardest hit by COVID-19 include transportation, professional services, retail, health care and education, and arts and entertainment. In Salisbury, those industries make up approximately 69 percent of the work force. It is safe to say our community is being hit hard by the impacts of COVID-19 and we need to act in any and all ways we can.

The ordinance attached will bar rental increases during the State of Emergency, and for 90 days after. Physiological and safety needs are the foundation of Maslow's Hierarchy of needs. If members of our communities are worrying about where they lay their head at night, their physiological needs are in jeopardy. We know there is an imminent mental health crisis. Ultimately, we want to keep families in their homes and stable.

This ordinance will require landlords to notify tenants to disregard a previous notice of rent increase during the stated time frame. Late fees are also prohibited if the tenant makes a nonpayment or late payment. Finally, landlords shall offer payment plans to tenants for the payment of rental fees for no less than one year after the expiration of the Emergency.

*Public Housing Authorities are not impacted by this legislation since they must comply with federal laws and regulations.

- 46 2. Notice of the increase is not in compliance with subsection (D) of this section.
47

48 D. Notice of Rent Adjustment.

- 49 1. During an Emergency and within 90 days after the expiration of an
50 Emergency, a landlord may not notify a tenant of a rental fee increase.
51 2. Pre-Emergency rent increase notices.
52 A landlord must inform a tenant in writing to disregard any notice of a rental
53 fee increase if:
54 i. The landlord provided the notice of the tenant prior to an
55 Emergency; and
56 ii. The effective date of the increase would occur on or after the date
57 the Emergency began.
58

59 E. Late fees prohibited.

- 60 1. "Late Fee" defined.
61 i. In this subsection, "Late Fee" means any additional charge or fee
62 imposed because a rental fee is not made when the rental fee is due
63 under the terms of a lease.
64 ii. "Late Fee" includes a fee imposed:
65 a. As a flat rate;
66 b. As a percentage of the rental fee due; or
67 c. In any other terms.
68
69 2. In general.
70 A landlord may not charge, assess, or otherwise seek to collect a late fee from
71 a tenant for nonpayment or the late payment of a rental fee that comes due
72 during an Emergency.
73

74 F. Payment Plans.

- 75 1. Landlords shall offer payment plans to tenants for the payment of rental fees
76 to be in effect for no less than one year after the expiration of the Emergency.
77 2. Upon request of the tenant, landlords shall work with tenants, on an individual
78 basis, to arrange payment plans for the payment of rental fees for no less than
79 one year after the expiration of the Emergency.
80 3. All payment plans shall be in writing and signed by the landlord and tenant.
81

82 G. Notice to and Protection of Tenants.

- 83 1. The Housing and Community Development Department must post on its
84 website information regarding the requirements of this section, including the
85 date that an Emergency expires and the date that is 90 days after the expiration
86 of the Emergency.
87 2. During an Emergency, the Mayor is hereby authorized to issue any and all
88 executive orders necessary to protect tenants from being victimized or misled
89 by the actions of unscrupulous landlords. Violations of such executive orders
90 will constitute violations under this chapter and be subject to arrest and
91 misdemeanor charge under 9.08.220 of the Municipal Code of Salisbury.

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H. Landlord’s right of review.

The provisions of this subsection do not limit a landlord’s right, under the applicable provisions of the Salisbury Municipal Code, to an administrative review of a violation notice.

I. Enforcement by tenant.

In addition to enforcement action by city officials, tenants may seek relief from an appropriate court to restrain or enjoin any violation of 15.26.035 of this subsection in accordance with State Law.

AND BE IT FURTHER ENACTED AND ORDAINED BY THE CITY OF SALISBURY, MARYLAND, that the Ordinance shall take effect upon final passage.

THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury held on the _____ day of _____, 2020 and thereafter, a statement of the substance of the ordinance having been published as required by law, in the meantime, was finally passed by the Council on the ___ day of _____, 2020.

ATTEST:

Kimberly R. Nichols, City Clerk

John R. Heath, City Council President

Approved by me, this _____ day of _____, 2020.

Jacob R. Day, Mayor