USION ZERO SALISBURY, MD

FY 21 ANNUAL REPORT ON PROGRESS

PROJECTS COMPLETED / PROJECTS IN DESIGN / ACCOMPLISHMENTS / DELAYS / DATA UPDATE AND TRENDS / THE YEAR AHEAD

NUSAL YEAR 2021 VISION ZERO NUSAL

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THE YEAR IN REVIEW JULY 1, 2020 TO JUNE 30, 2021

The City of Salisbury Vision Zero Action Plan was approved by City Council in a unique time period. Approved in May 2020, the plan was preceded just a few months earlier by COVID-19 which had sent as much as 37% of Americans on an extended work from home trial. Mass lockdowns, including the closure of restaurants and indoor entertainment venues, sent Americans scrambling for outdoor activities and space. This nationwide trend held true in Salisbury as well. Biking and walking exploded in demand. With walking and biking suddenly skyrocketing over 60% or more our existing sidewalks and bike lanes suddenly were undersized and the gaps in teh networks became clear. Despite the City's best efforts to make its streets safe for people walking and biking

the sheer number of people taking up these activities led to several deaths or serious injuries on our streets. The increased volumes of these vulnerable users and the lack of a full active transportation network led to some of our residents walking and biking on streets that were not designed to accommodate them. With fewer vehicles on the streets, due to pandemic-related lockdowns, the cars left on the street were moving faster. In Salisbury, as we have seen nationwide this year, the decreased traffic coupled with these higher speeds resulted in less crashes, but crashes that were far more severe. While overall crashes declined, the number of fatalities and serous injuries increased. This combination proves that the only safe street is one designed with a Vision Zero approach. These deaths are preventable, and therefore unacceptable. The City will not stop until we reach our mission of Zero.

There are bright spots to celebrate however. The City completed the peopleoriented reconstruction of Main Street.



Why an Annual Report?

Why does City Staff produce an Annual Report for the Vision Zero Initiative - after all, no other Masterplan is reported on annually?

The Annual Report is produced for Vision Zero as accountability is one of the three fundamental pillars of the initiative. Salisbury has the specific mission of eliminating traffic fatalities and serious injuries by 2030. Accountability to the City Council, and thereby, the public, is crucial. The Annual Report is our method of upholding our commitment to that promise accountability.



Riverside Circle was completed, significantly increasing safety at one of our worst intersections. The first interconnected bikeways on the West Side were completed with the construction of Fitzwater-Parsons, Lake St and Isabella St Bikeways. The Fitzwater-Parsons Protected Bikeway has the distinction of being the first parking protected bikeway in Salisbury and the first protected bikeway that incorporates concrete protective medians at intersections. Church Street received a sidewalk upgrade to bring it into ADA compliance. Work continued apace to design other Bikeways and the Rail Trail including the Carroll Street Protected Bikeway which will feature the first protected bike crossing of US 13 Business in addition to pedestrian crossing improvements. Work continues to implement a bikeway along South Boulevard, providing the vital link between the Camden Ave bikeway and the Waverly Drive protected bikeway.

As Salisbury moves into its second year as a Vision Zero City, the future looks brighter than it ever has. The completion of the projects above have brought more people safely onto our streets than at any time since before the automobile. The City has built upon several years of relationships with other government entities to bring in unprecedented levels of grant funding to increase the speed at which safe transportation infrastructure can be built. Rapidly, watchers beyond our corporate limits are seeing Salisbury more and more as a "People City" rather than a "Car City." With a burgeoning Downtown, a growing population and University, and ever safer transportation options coming online, it has never been a better time to look toward the future.

What is Vision Zero?

Vision Zero is the commitment to ending fatalities and serious injuries on our streets by January 1, 2030. It is a recognition that safe design can prevent mistakes from becoming tragedies.

Vision Zero is a nationwide traffic safety program that has grown from a select few major cities in 2012-2014 to encompass dozens of cities of varying sizes across the country as of 2021. Evolving out of the "Safe Systems" program that started in Sweden in the 1990's, Vision Zero is the promise to eradicate traffic fatalities and serious injuries by a specific date; in Salisbury's case, January 1, 2030.

The core of the Vision Zero approach is the recognition that people make mistakes, and those mistakes should not be fatal. This factor is lacking from most traffic safety programs. Traditional traffic safety programs emphasize police enforcement and education while often doing little to change street design; often the changes that are made make it safer and more tempting to drive at speed which is often counter-productive, especially in urban areas.

Vision Zero changes the paradigm, while enforcement and education remain a part of the program, much more emphasis is placed on the engineering work to create a *safe system.* Engineering under Vision Zero works to separate users by speeds and purpose; high speed auto travel is prioritized in specific areas, while in others, foot and bike traffic are predominant, and automobiles conform to their safety needs. As such, a major factor in Vision Zero is design speed, and what the effect of speed is during a crash.



Why Speed?

Because the speed of the crash directly affects the survivability.



By designing streets for the safety of people, rather than focusing on travel speed and safety of automobiles alone, the streets are made safer for everyone. Implementation of facilities such as protected bike lanes have been proven to not only dramatically increase the safety and appeal of cycling, but to also decrease the severity of auto-only collisions as well. When speed is reduced in urban areas, everyone wins no matter how they choose to navigate the City.

Streets are prioritized for these safety redesign by data, and data alone. While the *data-driven* approach of Vision Zero is not unique to this program, in VZ it is a central tenet of how we operate. Streets with high concentrations of crashes are identified as part of a High-Injury Network, or HIN and these streets receive priority for redesign and reconstruction. This data also informs the *accountability* of Vision Zero. Many state safety programs are aspirational and provide little oversight to determine if measure are being implemented equitably and correctly. VZ has accountability to the public built-in through elected officials and citizen committees. Not only was the original safety plan reviewed by the Salisbury Bicycle and Pedestrian Advisory Committee (BPAC), but it was approved by City Council via official Resolution. Annually, the Department of Infrastructure of Development files a report - this report - to Council reviewing the year's progress.

PROJECTS COMPLETED

Main Street

In November 2020, the Main Street Reconstruction Project was declared complete. The Street incorporates a variety of safety enhancing features that include curb extensions, shortening pedestrian crossing distances, brick crosswalks, traffic calming features and frequently placed streetlights. Together, these features create a Main Street that is not only lively, but safe for all users. Main will serve as a model for many projects to come, and proves that a safe street is a vibrant street and that in turn creates both economic activity and livability.





Riverside Circle

Before construction began in 2019, the intersection of Mill Street, Riverside Drive, Carroll Street and Camden Avenue was one of the busiest, most challenging and most dangerous intersections in the City. It ranked no less than third on the lists for intersection with most overall crashes, most bike crashes and most pedestrian crashes. It completely lacked signalized crossing for people waking and had no bike facilities. That changed with the opening of Riverside Circle, the City's first large roundabout. The new facility included bike and pedestrian facilities and, as designed, will decrease the risk of fatal crashes by over 90%.

Fitzwater-Parsons Bikeway

The Fitzwater-Parsons Bikeway is a vital link in both the Urban Greenway and Bike Masterplans. The new bikeway is fully protected and will unite the City's more impoverished West Side neighborhood with Downtown. Long term, it will carry bike traffic from the Pemberton and Nanticoke Road corridors to Downtown and back. The West Side Neighborhood has one of the highest populations of residents who cycle for their daily transportation. As such, the bikeways are a necessary and welcome upgrade.



PROJECT HIGHLIGHTS FROM FY2021

Infill

Infill of sidewalk gaps in East Side neighborhoods. Sidewalks were added to Clav. Marshall and E. Isabella Streets connecting existing sidewalks and eliminating gaps in the network.



Division Street Bikeway

Established a protected bikeway from Carroll St to Circle Ave. With Carroll Street PBL in design, this was the vital final link from the University to Downtown.



A YEAR OF SUCCESSFUL PROJECTS

Despite conservative budgeting - a result of the pandemic - the City was able to complete major projects on time and on budget, and in many cases under-budget. The five projects featured on this page were centerpieces of the community. However, across the City staff continued resurfacing, surface treatments and sidewalk repairs. New pedestrian signals were installed where possible and preliminary engineering was performed to prepare for the removal of unwarranted traffic signals.

Northwest **Bikeways**, Phase 1



Expanded upon the existing W Isabella St Bikeway by upgrading that conventional lane to a protected bike lane and adding a conventional lane pair to Lake Street.

🕀 Church St. ADA Upgrades

Upgraded the existing aged sidewalks along Church St with new ADA corner ramps. Simultaneously calmed traffic to make walking/biking on Church St. safer.

PROJECTS IN DESIGN



The City prioritizes design projects based on several criteria:

- Is the street part of the HIN? High injury streets get priority
- Is the Street cited as part of the Bike Masterplan? If so, is is actively used?
- Are there existing sidewalks?
- What is the condition of the street? Is it due for surface maintenance, resurfacing or reconstruction?

The Street projects cited below are by no means all of the street related projects underway in the City, but they are the projects that go beyond simple maintenance operations to ensure the City is building a Safe Systems for residents.

Carroll Street

As it stands, Carroll Street is one of the most intimidating streets in the City for people walking and biking to cross. The intersection with US 13 also lacks safe crossing hardware. This project will install a protected bikeway along the entire length of Carroll, pedestrian upgrades including crossing signals at US 13 and will tie into existing walking and biking routes at both Riverside Circle on the west end and at the City Park in the east.



BMP # 1 INV =11 50 INV =11 64' INV =13 05 INV =13

Promenade at Eastern Shore Drive

Like Carroll Street, Eastern Shore Drive is a major barrier in the City. Its size and highspeed traffic have cut the Presidents-Princeton Neighborhood off from the Downtown Area. It is also one of the most dangerous streets in the City with a high concentration of serious injury and fatal crashes. Redesign of the Streets will additionally allow the City to address the intersections with Carroll St and College Ave which rank among the most dangerous intersections under City control.

South Boulevard

South Blvd. has a preexisting bike route but it is inadequate for rising bike use volumes and lacks the safety features of other bikeways in the City - the existing route is little more than signage and shared lane markings. The new design will establish protected lanes east of Waverly Drive, a protected intersection at Waverly and a bike boulevard treatment west of Waverly. This type of treatment focuses on reducing automobile volumes and speeds through design measures, making it a more pleasant place to bike, walk and live.





Rail Trail

A multiyear program, design and implementation of the Rail Trail is underway. As the two ends of the Trail system are the easiest to construct, they are underway first. Phase 7b, the farthest north portion, is grant funded for construction and will begin construction in the near future. Phase 1, the southernmost portion, has been grant funded for design and that project is ongoing.

W College Avenue

Another grant funded design project, the West College Ave Design project is evaluation facility types and will ultimately design a protected bikeway along the street adjacent to the bikeway and ultimately connect to Riverside Drive. As the neighborhood in the City with the largest University student population, which is known for high walking and biking rates, this rethink of W College is long overdue.





Northwest Bikeways, Phase 2

When complete, the NW Bikeways, Ph. 2 Project will provide a roadmap to implement a fully fleshed out, interconnected bike system in the West Side Neighborhood. Long-term this project will aid in the final implementation of a safe bike network in an area with a high percentage of people that don't own automobiles, that is fully connected to the rest of the City through various routes connectivity the rest of the neighborhood currently lacks.

SUCCESSES WITH SOME DELAYS

The Vision Zero Action Plan laid out a series of Action Items to be accomplished by City staff and Partner Agencies in the pursuit of Zero. By and large, the VZ Team has stayed on track, completed some tasks early and driven forward ongoing (things that will take longer than one year) tasks. This Section provides an update on all Action Items that were completed, saw progress or were delayed. The delays mostly revolved around outreach and education programs that had to be put off for COVID-related safety precautions. A few others were delayed for lack of funding.



THE FIVE GOALS FROM THE ACTION PLAN

The Action Plan was organized

around five broad goals. Each goal was associated with a specific series of Action items, tasks, that in turn had their own due dates. Each Action item and their status is shown below in association with the related goal:

Reduce Speeds to Safe Levels

- Context Based Speed Limit Analysis Underway (2022)
- Expansion of Speed Camera Program 2025
- Speed Awareness & Safety Program Funding Requested (2022)
- Slow-Zone Program Underway (2022)
- Expand Pop-Up Events DELAYED (COVID-19)

Eliminate Fatal Crashes on the High-Injury Network

- Modifications to High-Injury Network (HIN)- Underway (2025)
- Modifications to High-Injury Intersections Underway (2023)
- HIN Streetlight Installation Program Ongoing
- Study for expansion of Hike & Bike System to Naylor Mill Rd - 2025
- Naylor Mill Rd Corridor Study 2025
- Establish Road Safety Audit Group 2022
- Execute Eastern Shore Drive Visioning Study 2025
- Camden & College Ave Improvements Underway (2023)
- Establish Citywide Striping & Signage Maintenance Program - Underway



Reduce Occurrences of all Crashes on City Street 50% by 2030

- School Zone/ Pedestrian Dense Area Crosswalk Program Ongoing
- Scheduled Traffic Signal Replacement Warrant Analyses Ongoing
- Improvements to Dogwood Dr. and Wesley Dr. Underway
- Development of a Roundabout Policy 2022
- Publish New Street Design Guidelines Underway (2022)
- Installation of Ped Signals at new or Existing Signals Ongoing
- RRFB Installation Program Ongoing
- Establish Tri-Lateral Working Group to address crashes 2022
- Traffic Signal Visibility Upgrades 2022
- Intersection Visibility Audit Ongoing

Reduce Occurrences of all Crashes on City Street 50% by 2030 (continued)

- Street Surface Maintenance Program Ongoing
- Expand Transportation Team and hire Vision Zero Coordinator -2023
- Create Internal GIS tools for Vision Zero COMPLETE
- Crosswalk Campaign 2022

🔿 Reduce VMT by 15% by 2030

- Execute Rail Trail and Urban Greenway Masterplans Ongoing
- Plan for East-West Connectivity Improvements around SU 2025
- Bike Share Implementation DELAYED (Administrative/Contract Delays)
- Execute Bike Network Masterplan Ongoing
- Increase BPAC Presence and Outreach DELAYED (COVID-19)
- ADA Upgrade of Sidewalks Ongoing
- MaaS Study 2023
- Transit Expansion 2025
- Salisbury Long Range Transportation Plan 2025

Expand Education and Outreach

- Integrate Traffic Safety Modules into Junior Fire Academy DELAYED (COVID-19)
- Expand Traffic Safety Education Program DELAYED (COVID-19, and lack of staffing)
- Introduce Traffic Safety into SPD Mentor Program DELAYED (COVID-19)
- Neighborhood Walks DELAYED (COVID-19)
- University Student Educational Program 2022
- Develop Vision Zero Website COMPLETE

2019/2020 in Review

DATA IN THE ORIGINAL VISION ZERO ACTION PLAN DID NOT INCLUDE 2019 DATA AS IT WAS NOT AVAILABLE AT THE TIME OF WRITING. AS SUCH IT IS INCLUDED HERE.

Despite immense progress locally, 2019 and 2020 saw continuing rises in traffic fatalities in general, and unforeseen spikes in deaths of people walking and biking specifically. Nationwide, crashes are down across the US, a trend that is holding true in Salisbury as well. While that is good news, a second trend has emerged nationally as well; fatal and serious crashes have increased significantly as a both a real number and a percentage of overall crashes. In other words, less crashes

are happening, but far more of those crashes are fatal or serious. According to data from the National Safety Council, fatalities in 2020 increased an estimated 32 percent, to a total of 42,060 people, which is the largest increase since the invention of Model T. Maryland saw an overall increase of 12%. Due to the recent drop in travel there are less vehicles on the road resulting in less congestion, allowing greater opportunity for speeding. Because the speed at which a crash occurs is so



influential on survivability of those crashes this has led to increase in the overall severity of crashes. Data such as this reaffirms the City's commitment to safer design which prevents vehicles from speeding in the first place.

DATA HIGHLIGHTS:

NATIONAL DATA

- CRASHES ARE INCREASING
- FATALITIES ARE UP
- VMT HAS RECOVERED TO APPROX. 905 OF PRE-PANDEMIC LEVELS

SALISBURY DATA

- CITY HAS BUCKED THE TREND - CRASHES ARE DOWN
- WHILE INJURIOUS CRASHES HAVE INCREASED AS A PERCENTAGE OF CRASHES OVERALL, THEY ARE STILL DOWN COMPARED TO PREVIOUS YEARS
- PANDEMIC RELATED "BIKE BOOM" HAS PUT MORE BIKERS ON CITY STREETS
- OVERALL EARLY VISION ZERO RELATED SAFETY INTERVENTIONS APPEAR TO BE WORKING







REVIEWING WHAT WE KNOW

The FY 2021-2025 Vision Zero Action Plan analyzed and provided over three years of crash data to identify a series a High Injury Network, or HIN. The HIN is the approximately 6.4% of City-owned streets on which 50% of fatal and serious crashes in the City occur. These streets all share at least a few certain design traits in common and once they are highlighted by the data, identifying the patterns leading to the serious and fatal crashes in these neighborhoods is possible.

The Streets of the HIN and the design characteristics that are identified in the following pages. In summary, these streets share a common design theme - speed and automobile throughput as priority - that led to the situation as we know it today. In streets built after the automobile gained prominence, this took the form of Carroll St and Eastern Shore Drive; wide multi-lane thoroughfares built like highways in residential neighborhoods. Built with unlimited access, meaning numerous small driveways along each block, these streets combine high speeds with frequent conflicts. In other cases such as Lake Street or Fitzwater Drive, previous generations of designers shoehorned traffic onto formerly quiet streets combining moderate but increasing speeds with high volumes of traffic and conflicts on par with a residential street - a recipe for tragedy.

In the terms of the non-profit group Strong Towns, these facilities are neither a street - a public space where access is provided to houses and businesses creating a vibrant productive place - nor a road, which would connect two productive places, but what they have termed a "stroad," a hybrid of the two that does both jobs poorly and sacrifices safety for speed.

Strong Towns - www.strongtowns.org What's a Stroad and Why Does it Matter, 2018

Lighting Poor or Non-Existent

Signal Lacks Pedestrian Signals & Crosswalks are Poorly Marked

Excessive Lanes and Width Encourage Speeding - Street Design Does Not Match its Actual Capacity Free - Right Turns endanger Crossing Pedestrians

> HEALTH DEPARTMEN

Narrow & Poorly Maintained sidewalks constrain walkers & force some users into the street

Anatomy of a Dangerous Street

Complete Lack of Protected Bike Facilities, Despite High Speeds & High Auto Volumes

DANGEROUS STREETS SHARE A COMMON SET OF DESIGN TRAITS, ONCE IDENTIFIED IN THE DATA, THE MOST DANGEROUS STREETS IN THE CITY CAN BE REDESIGNED FOR SAFETY

If we accept as a community that we are not willing to sacrifice safety for speed and convenience, then correcting these past design decisions become simply a matter of how fast they can be implemented and tracking the data to ensure measures are working. Our data allow us to track changes in traffic crash patterns and that means sometime we will need to add or remove streets from the HIN. This year we are adding West Rd. due to the occurrence of a fatal crash there in the summer of 2020 and the fact that it shares many of the same design features as other HIN Streets.

The High Injury Network

Concerns & Causes Key

Eastern Shore Dr. 1, 2, 3, 4, 5, 6, 7 Carroll St. 1, 2, 3, 4, 5, 7 Waverly Dr. 1, 2, 3, 4, 5, 6 Church St. 1, 3, 4, 5, 6, 7 Truitt St 1, 3, 4, 5, 6, 7 Naylor St 1, 3, 4, 5, 6, 7 Isabella St 1, 3, 4, 5, 6 E. Main St. 1, 2, 3, 4, 5, 7 Lake St. 1, 3, 4, 5, 6 Delaware Ave. 1, 3, 4, 5, 7 1, 3, 4, 5 W. Main St. Fitzwater Dr. 1, 2, 3, 4, 5, 6 Mill St. 1, 2, 3, 7 Riverside Dr. 1, 2, 3, 4, 5, 6 Camden Ave. 1, 2, 3, 5, 6, 7 1, 2, 3, 4, 5, 6, 7 South Blvd. College Ave 1, 2, 3, 4, 5, 6, 7 Naylor Mill Rd. 1, 2, 3, 4, 5, 7 Northwood Dr. 1, 3, 4, 5, 7 West Rd. (NEW) 1, 2, 3, 4, 5, 6, 7

Street

- 1 Crash History2 Fatal/Serious Crashes
- 2 Fatal/Serious Crasi
 3 Excessive Speeds
- 4 Overdesigned/Excessive
- Lane Space or Width
- 5 Frequent Conflicts
- 6 Residential Area Street designed for Throughput over Safety
- 7 Lack of safe bike/ped features

OVERALL CRASHES ARE DOWN IN SALISBURY

REDUCE CRASHES



The Pandemic related shut downs had drastic effects on Vehicle Miles Traveled (VMT). While the greatest reduction are almost certainly not permanent - we've already seen rebounds - it is likely that some of the reductions will continue. According to transportation data firm Streetlight Data, March 2, 2021 saw approximately 2.9 million VMT, or an approximately 16% reduction over the same day in March the previous year, right before the first shut downs which saw about 3.46 million VMT. Correspondingly, data from the University of Maryland's CATT Lab a sustained 26.7% increase in remote work in Wicomico County, initially being even higher at the height of the shutdowns.

NATIONAL DATA PROVES NEED FOR SAFE SYSTEMS DESIGN

Recently, data from the State Smart Transportation Initiative that was tracking VMT nationally versus crashes was released; this data further proves that Safe Systems Design is a necessity. While we have known for a decades that a decrease in VMT corresponded with a decrease in crashes - less cars, less crashes - practitioners and advocates have long theorized that if VMT dropped too far and congestion was completely eliminated, our overbuilt and overwide street system would encourage more speeding leading to more violent crashes and higher deaths. The graph below shows how correct they were.



Once VMT dropped enough that traffic was able to free-flow at will, drivers sped up and a drastic increase in fatalities occurred as was noted in earlier sections. Regardless of speed limits or enforcement they tragedies continued to occur and accelerated. To counteract this a Safe Systems design approach must be used that calms traffic, separates modes of travel and ensures safety.

CRASH Breakdowns

Official crash statistics from the State of Maryland for 2020 are not yet available, however, the City has official 2019 numbers and can piece together rough statistics from 2020 using City Police data. It is possible these numbers could change slightly by next year's report, reflecting a true validation of the data, but for the time being, the numbers to the right and below are reasonably accurate. The numbers shown reflect a combined value of known pedestrian and bike crashes from 2019 and 2020 on City Streets only. Roads under the jurisdiction of the State are not reflected here



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CRASH BREAKDOWN



It generally takes the City's data sources a full year to aggregate the crash records of the prior year - as such any data less than a year old can be incomplete. Below is a list of <u>known</u> fatal and serious crashes from 2019 and 2020 that occurred on City Streets and what we are doing about it. If additional crash data comes in revealing more serious and fatal crashes, Staff will develop countermeasures for those as well that will be reported.

| Crash Location | Туре | Resolution |
|--|--|---|
| Carrollton St. near Roger St (2019) | Fatal - Motorcycle - loss of control due to speed | Traffic Calming under evaluation for neighborhood |
| West Rd. at Manoa Blvd. (2020) | Fatal - Bicycle - Struck by overtaking vehicle | West Rd added to HIN, West Rd Protected Bike Lane and Sidewalks prioritized |
| Nanticoke Rd near Pemberton Dr. (2020) | Serious - Bicycle - Struck by turning vehicle | Nanticoke Rd is a State Route; coordination made with MDOT- SHA to design better walking/biking facilities on road |
| Various US 13/US 50 Crashes (2019-2020) | Serious/Fatal - On state routes in City | City does not hold jurisdiction on state routes but works with MDOT-SHA regularly to advocate and support changes - Early plans in development for making US13 Business safer and more walking friendly |

LOOKING FORWARD TRENDS AND CONCLUSION







PROVIDING OPTIONS

RETURN OF MICROMOBILITY

Shared Micromobility, better known as Bike or Scooter Share is scheduled to make a comeback in FY 22. Shared micromobility provides a low-barrier to entry transportation options for all users of the transportation network. Bikes and scooters can be used to finish the last mile of a transit trip, move the 1.3 miles between Downtown & SU expeditiously or go out for a stress-free night on the town. It is expected that these travel mode will increase demand on the Active Transportation network and agreements have been put in place with operators guaranteeing the City access to anonymous user data so that we can use it to prioritize safety improvements.



EMERGING TREND

RISE OF E-BIKES AND E -SCOOTERS

Biking in general not only saw a double-digit increase in FY 2021, so did the purchase and use of e-bikes and e-scooters. While there are some safety concerns circulating over electrified bikes in the open media, these are largely unfounded; most e-bikes are capped at either 20 MPH or 28 MPH (dependent upon their class) and have been to statistically shown to be of no greater risk than standard bikes. Rather e-assisted mobility is giving people who would otherwise be unable to ride - due to disability, injury or other infirmity - the ability to be active and opening up a new world of mobility options, including cargo bikes. With studies showing that 50% of ebike trips replaced what would have been a car trip, electrically assisted mobility should be embraced and encouraged.

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EXPANDING WALKING & BIKING

INCREASE IN WALKING/BIKING

There has been a massive increase in walking and biking in FY 21 as residents have had more time to embark on such activities this past year combined with the increased build-out of safe infrastructure for such activities which has encouraged more people to take up outdoor recreation and active commuting.

Preliminary data nationwide has small and mid-size cities, like Salisbury, posting the largest gains in walking in biking. This is backed up by local anecdotes; residents and staff are reporting seeing more bikes on the street and people walking than ever before. Lastly, the City has access to fitness app data networks that provide governments with anonymized usage data that those users freely share. While the users represent a fairly small subsect of the population studies by the US Census Bureau have confirmed that the data corresponds to what they are able to record in the American Community Survey. In short, this data shows a local increase in walking/biking of over 50%

IN CLOSING



In the last year, City staff have been busy, despite the Pandemic and budget cuts, implementing the Vision Zero Action Plan. The City's speed limits have been reviewed, projects have entered design, projects have been implemented or begun construction and a steady stream of progress has been made against the tide of rising traffic deaths. In the next year, the City will continue to carry out the Action Plan by reaching out into the community, identifying trouble areas and helping the public understand the risks of the transportation network. This will ultimately manifest with an update to the Bike Masterplan coming in the next 12 months. The City will seek public input to identify trouble areas, address concerns and expand the plan beyond just biking to incorporate walking, transit and other mobility options as well, creating the City's first Active Transportation Masterplan. This update will seek input from communities that have historically missed such opportunities before in our City; residents of the West Side, Church Street and Presidents-Princeton Neighborhoods and University Students.

Salisbury brought Vision Zero to our community for a simple reason; no life needs to be lost on our streets. While decades-old design decisions have led to our communities being oriented around the automobile, and countless lives lost, we know that it can be stopped. Cities around the world that embarked on Vision Zero efforts before us have begun to near that achievement; Helsinki and Oslo both eliminated all but one fatality each in their cities in 2019. While Salisbury has made progress on safety in the last year, we are far from the success of either of those cities, and farther from being done. The deaths of so many of our neighbors cannot be undone; their absence has scarred our community forever. While we cannot bring them back we remember them as we push forward towards Zero.

APPENDIX I -Grant Funding Summary

Funding for Vision Zero projects comes from a variety of sources. While the City has contributed some dedicated funding in the upcoming fiscal year, much of the funding also comes from grants. The City pursues transportation grants in order to maximize the impact of local dollars. While grants rarely pay the full cost of a project, they typically pay up to 80% of total costs.

Rail Trail, Phase 7b Construction - \$722,522.83 (Finalizing Design) Northwest Bikeways Network, Phase 1 - \$100,000 (In progress) W College Ave Bikeways Design -\$29,608.00 (In progress) Rail Trail, Phase 1 Design - \$125,957.60 (In progress)

Additionally, the City is pursuing the following Grants Currently:

Carroll Street Green Stormwater - \$100,000 Carroll Street Protected Bike Lane Construction - \$400,000 Eastern Shore Drive Promenade Design - \$224,000 Northwest Bikeways, Phase 2 - \$100,000 Citywide Bike Network Design - \$597,024.00



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