



VISION ZERO

SALISBURY, MD

FY 2022 ANNUAL REPORT ON PROGRESS

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



FISCAL YEAR 2022

VISION ZERO ANNUAL REPORT

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**FOR MORE INFORMATION ABOUT VISION ZERO OR TO VIEW THE
FY 2021-2025 ACTION PLAN VISIT**

[HTTPS://VISION-ZERO-SALISBURY.HUB.ARCGIS.COM/](https://vision-zero-salisbury.hub.arcgis.com/)

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THE YEAR IN REVIEW

Notes on a full year of Vision Zero
in Salisbury

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PROJECTS COMPLETED

Main St / Fitzwater - Parsons PBL
/ Church St Sidewalk Upgrades /
Northwest Bikeways, Ph. 1

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PROJECTS IN DESIGN

Carroll St / South Blvd Bikeway /
W College Ave Bikeway / Rail Trail,
Ph. 1 / Rail Trail, Ph. 7b

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ACTION ITEMS IN REVIEW

Tasks Completed / Tasks
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What we know from the Action
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IN CLOSING

Appendix I - Grant Summary

THE YEAR IN REVIEW

JULY 1, 2021 TO

JUNE 30, 2022

2022 was the City's second full year under Vision Zero - the City's mission to end fatalities and serious injuries on the transportation network. To meet that goal, the City installed three brand new bikeways, provided significant upgrades to two more, calmed traffic on three streets, dramatically increased ADA accessibility in two low-moderate income neighborhoods and launched the construction of the first fully separated bikeway in the Delmarva region.

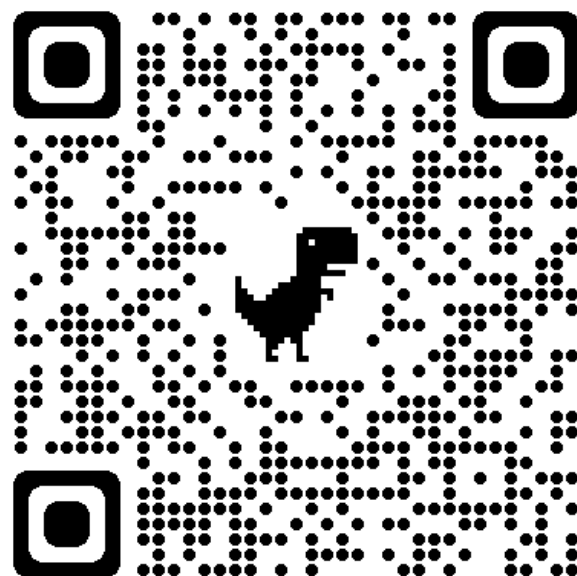
The work will continue in coming years with the advent of a traffic calming program, expansion of the bike and sidewalk networks, increased automobile safety measures and work on MovesBY - the City's first fully integrated mobility masterplan.



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.

For More Info, Visit: bit.ly/VZ-SBY or scan the QR Code below



PROJECTS COMPLETED OR ONGOING

St. Peters Street

When complete, Saint Peters Street will be the first Shared Street in the region, meaning it will have been intentionally designed as a pedestrian and cyclist priority street where cars are "guests." This will allow St Peters to serve as an additional public plaza space for events and gatherings - making the space more flexible than it currently is.

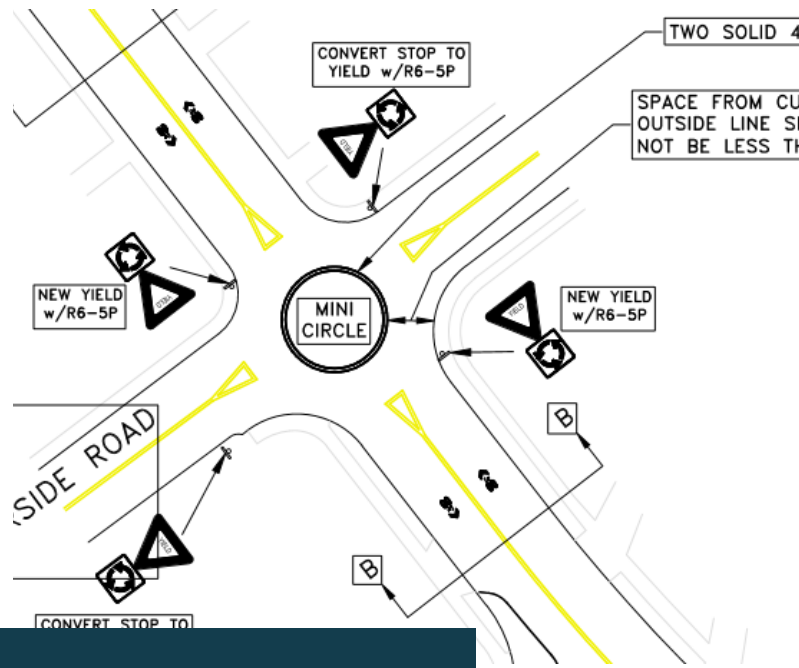


W College Avenue

A perfect example of the City's ability to rapidly install safety infrastructure - W College Ave was designed using funds from a state Bikeways grants, and within a week of design completion, the City had started concrete work. Project uses a traffic calmed setup west of Camden Ave but transition to a two-way bikeway adjacent to the University - this sets up users for transition to a future shared-use path east of US 13 Business.

South Boulevard & Riverside Drive Bikeway

South Blvd. & Riverside Dr. had preexisting bike routes but they were inadequate for rising bike use volumes and lacked the safety features of other bikeways in the City. The new bikeways establish a protected-style intersection at Waverly Drive, places protected or buffered lanes along approx. 75% of the two corridors and calms traffic along the remainder of the route, allowing bikes and cars to safely mix



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 signals. Ongoing construction of the Carroll Street Cycletrack will provide safe biking facilities, tie together a number of existing north-south bikeways, integrate Downtown fully into the bike network and install several pedestrian signals throughout the corridor.



Traffic Calming Program

The City is codifying a process by which neighborhoods may request traffic calming outside of the normal project cycle. Currently, two streets, both in the Camden neighborhood have received small scale traffic calming interventions - with nearly a dozen more in evaluation. Before this program, there was no dedicated effort to catalog, evaluate and construct such improvements.

ADA and Crosswalk Programs

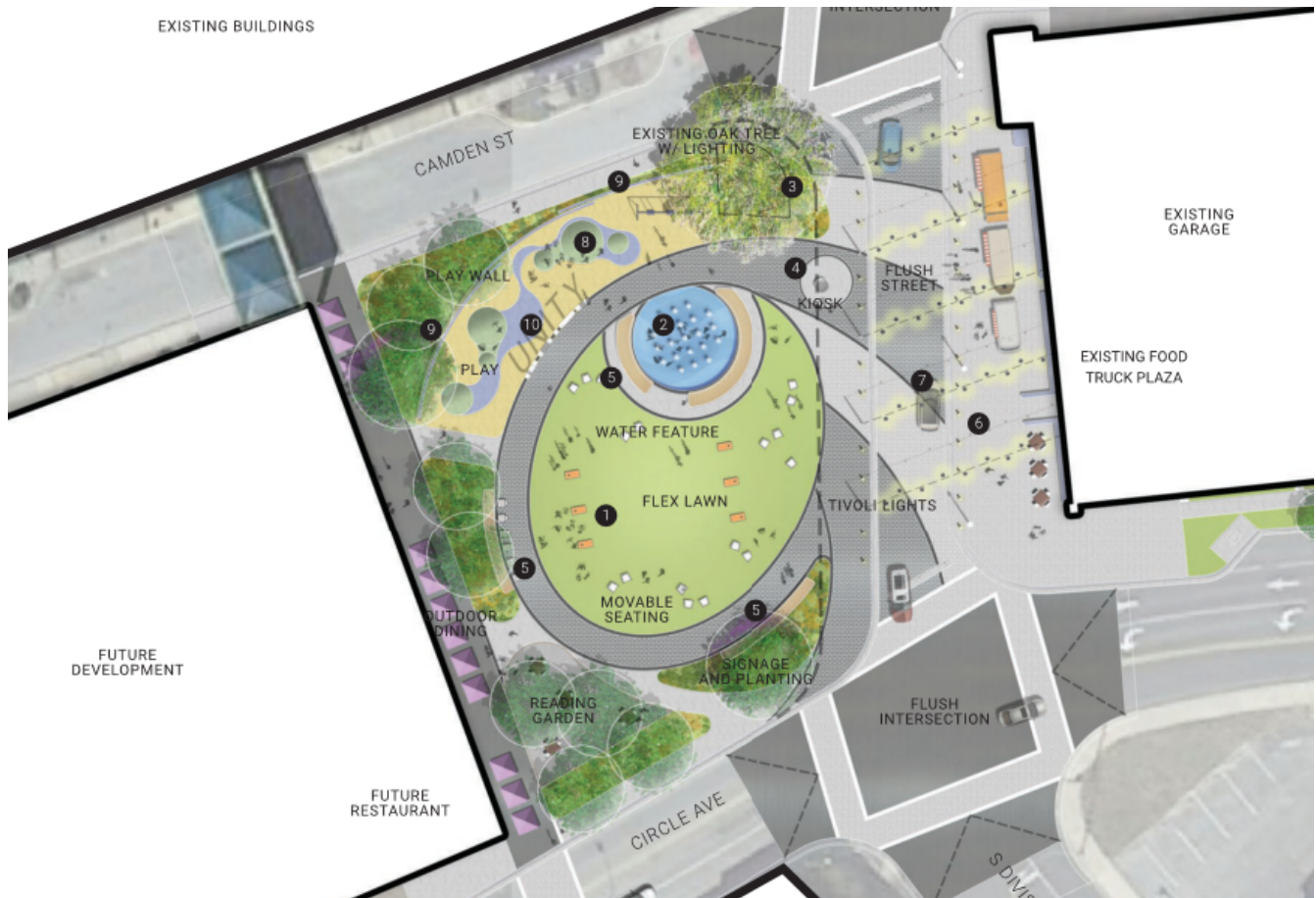
Fifteen ADA ramps along Newton and Smith Streets were updated to the latest federal standards allowing easier access for the impaired, or people pushing strollers, in the area around Newton Street Community Center. Additionally, 16 ramps were updated with the South Blvd project and 27 crosswalks have been upgraded or installed new.



PROJECTS IN DESIGN

The City prioritizes design projects based on several criteria:

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



Salisbury Town Square

The Salisbury Town Square project is an ongoing effort to complete the vision for a central City gathering area that began in 2015/2016, with Phase 1 - often known as the "Downtown Food Truck Pad." The current Phase 2 design is on target to produce a constructible design in September 2022 and will include a public gathering space, flex-use lawn, lighting amenities, children's play area and splash fountain and traffic calming on adjacent streets.

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.



Promenade at Eastern Shore Drive

Like Carroll Street, Eastern Shore Drive 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.

The current project will bring the Promenade to a 30% level of design and set up future detailed engineering for success.



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.



CATCHING UP ON DELAYS

Most of the action item delays stem from restriction on public outreach & education activities during the pandemic and limited budget for such activities at this time. Moving forward, Transportation staff is working with granting agencies to develop a plan to fund such activities in upcoming fiscal years. Other delays are simply due to a lack of staff time.

 - Task On schedule or delayed  - Task Ongoing/underway  - Task Complete

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 - Complete (Three Units in Service)
- Slow-Zone Program - Underway (2022)
- Expand Pop-Up Events - DELAYED (COVID-19)

Eliminate Fatal Crashes on the High-Injury Network

- Modifications to 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 - Underway
- 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 - COMPLETE
 - Installation of Ped Signals at new or Existing Signals - Ongoing
 - Rectangular Rapid Flashing Beacon (RRFB) Installation Program - Ongoing
 - Establish Tri-Lateral Working Group to address crashes - 2022
 - Traffic Signal Visibility Upgrades - Ongoing
 - Intersection Visibility Audit - Ongoing
 - 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 Vehicle Miles Traveled by 15% by 2030

- Execute Rail Trail and Urban Greenway Masterplans - Ongoing
 - Plan for East-West Connectivity Improvements around SU - 2025
 - Shared Micromobility Implementation - COMPLETE
 - Execute Bike Network Masterplan - Ongoing
 - Increase BPAC Presence and Outreach - Underway
 - ADA Upgrade of Sidewalks - Ongoing
 - MaaS Study - 2023
 - Transit Expansion - 2025
 - Salisbury Long Range Transportation Plan (MovesBY)- Underway
-

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 staff time)
- Introduce Traffic Safety into SPD Mentor Program - DELAYED (COVID-19)
- Neighborhood Walks - DELAYED (COVID-19)
- University Student Educational Program - DELAYED (Funding, lack of staff time)
- Develop Vision Zero Website - COMPLETE

FY2022 in Review

THE MOST CURRENT CRASH DATA IS TRENDING IN THE DIRECTION OF ZERO

DATA HIGHLIGHTS:

NATIONAL DATA

- CRASHES HAVE DECREASED BUT SEVERITY OF EACH CRASH HAS INCREASED AS LACK OF CONGESTION ALLOWS HIGHER SPEEDS
- FATALITIES ARE UP
- VMT HAS RECOVERED TO APPROX. 95% OR MORE OF PRE-PANDEMIC LEVELS
- THE TRADITIONAL COMMUTE PATTERN, WITH MOST TRAVEL IN AM AND PM, HAS FLATTENED

SALISBURY DATA

- OVERALL CRASH NUMBERS ARE REMAIN DOWN
- WHILE INJURIOUS CRASHES HAVE INCREASED AS A PERCENTAGE OF CRASHES OVERALL, THEY ARE STILL DOWN COMPARED TO PREVIOUS YEARS
- ALL INDICATIONS ARE THAT VISION ZERO INITIATIVES ARE CONTINUING TO INCREASE NETWORK WIDE SAFETY

Changing Dangerous Streets

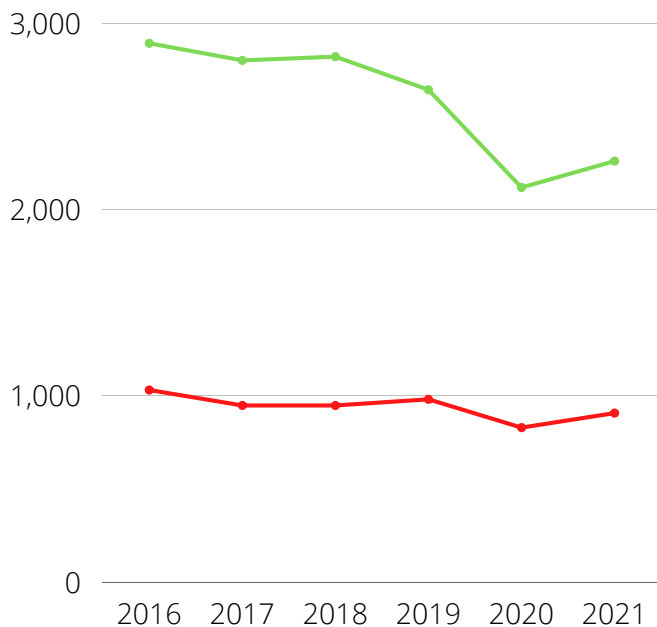
DANGEROUS STREETS ARE NOT A GIVEN - THE CITY HAS PROVEN OVER AND OVER AGAIN THAT STREETS CAN BE RAPIDLY MODIFIED TO INCREASE SAFETY

High Injury Network Safety Modifications

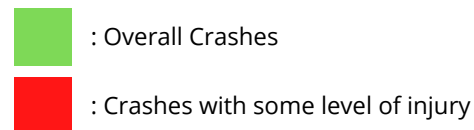
Street	Project	Status
Eastern Shore Dr.	Road Diet, Median	Design
Carroll St.	Bikeway, Median	Construction
Waverly Dr.	Bikeway	Phase 1 Complete
Church St.	Bikeway	Design
Truitt St	Bikeway	Design
Naylor St	Traffic Calming	Conceptual
Isabella St	Bikeway	Phase 1 Complete
E. Main St.	Bikeway	Design
Lake St.	Bikeway	Complete
Delaware Ave.	Bikeway	Design
W. Main St.	Traffic Calming	Conceptual
Fitzwater Dr.	Bikeway	Complete
Mill St.	Traffic Calming	Conceptual
Riverside Dr.	Bikeway	Complete
Camden Ave.	Traffic Calming	Conceptual
South Blvd.	Bikeways	Complete
College Ave	Bikeways, Median	Construction
Naylor Mill Rd.	Roundabouts	Conceptual
Northwood Dr.	Bikeway	Complete
West Rd.	Bikeway	Construction

REDUCE CRASHES

OVERALL CRASHES ARE DOWN IN SALISBURY



Overall crashes in the City remain down. There has been a small increase in overall number of crashes, and crashes with injury, reflecting the return to travel that the City experienced following 2020's COVID travel restrictions. In other words, there is a much lower crash rate over previous years when the amount of miles driven by residents is factored in. As many other cities across the US are seeing crash rates they have not witnessed in decades, Salisbury is showing significant progress with the overall downward trend.



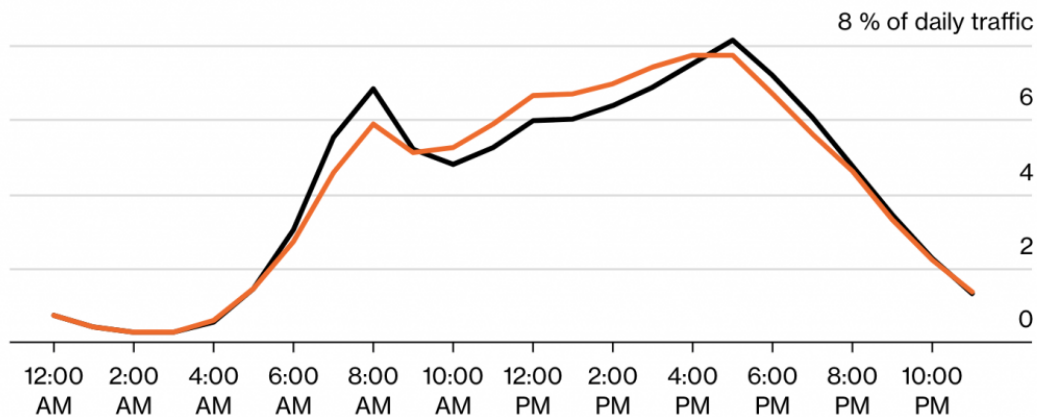
REDUCE VMT

VMT RETURNS, BUT NEW TRAVEL PATTERNS EMERGE

NYC Rush Hour Before and After Covid

The number of daily car trips at midday in July exceeded pre-pandemic rate.

● 2019 ● 2021



Source: INRIX

Overall, VMT has hovered below the 2019 high, but is higher than it was in 2020. However, as VMT has returned, the typical travel pattern has not. Pre-pandemic, travel was most intense at two periods each day - the AM and PM "peaks" that coincided with commuting patterns. Since remote work became normal, we have moved toward a flatter travel pattern where there is a generally higher level of sustained activity throughout the mid morning to late afternoon. This global trend is admittedly hard for Staff to measure locally without more aggregated data sources, but it fits with what we were seeing in crash rates, and spot traffic counts.

"SAFE SYSTEM" BECAME THE NATIONAL TRANSPORTATION SAFETY POLICY

Years of advocacy working and mounting data resulted in 2021 being the year that United States Department of Transportation adopted "Safe System" a national strategy to eliminate fatalities and serious injuries on our roadways. Safe Systems is also used beyond America's borders and is the original inspiration for Vision Zero.

The announcement was coupled by increased funding in the Bipartisan Infrastructure Law, which will soon be available, for further developing Vision Zero plans, executing safety projects and improving use of the transportation system



SAFE SYSTEM



APPROACH

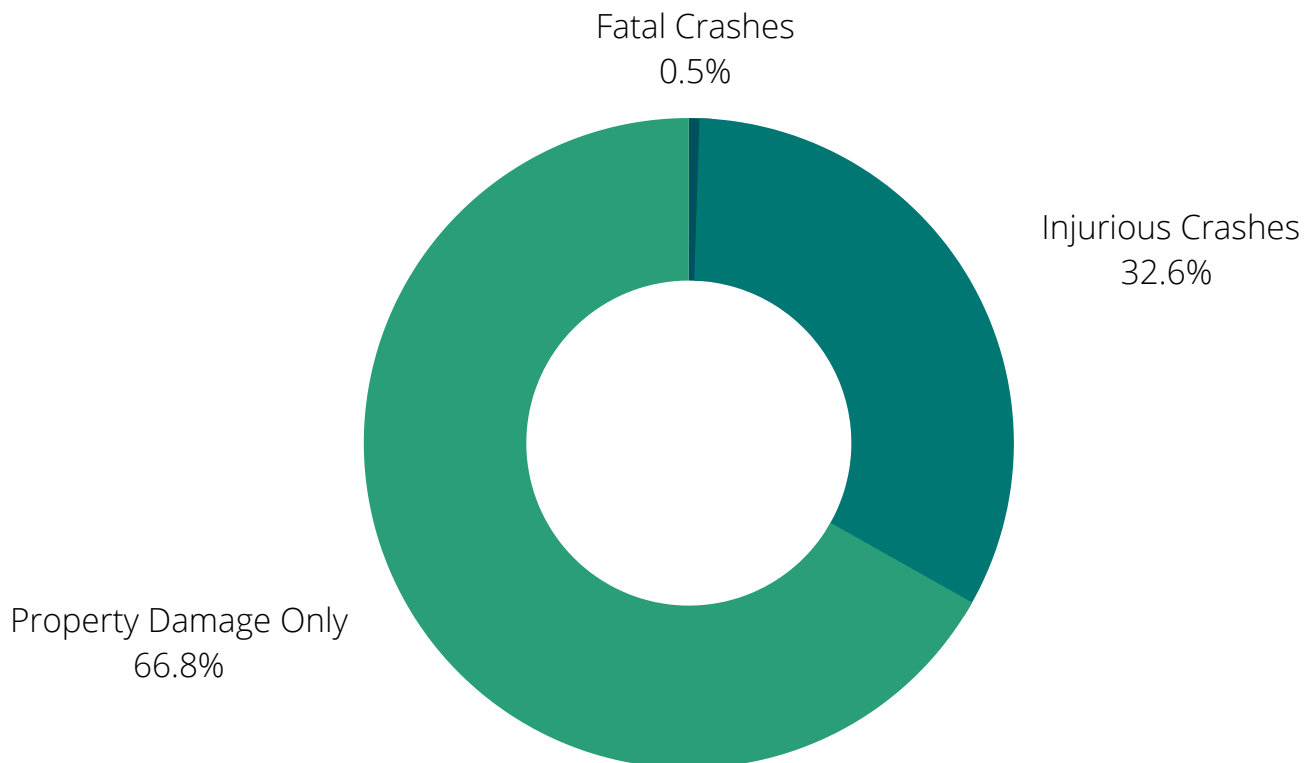
**Zero is our goal. A Safe System
is how we get there.**

Left: USDOT's Safe Systems Logo
Above: Transportation Secretary Pete Buttigieg

CRASH BREAKDOWNS

Official crash statistics from the State of Maryland for 2021/2022 are not yet available, however, the City has 2021 crash numbers and can piece together rough statistics 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 the total number of crashes Citywide. Note that the fatal crashes (5 fatalities in 2021) occur within City limits, but not on streets controlled by the City - coordination of safety measures with partner agencies is among the City's next serious steps. **The total number of injurious crashes has dropped 19% since Vision Zero was implemented. Meanwhile, the number of fatalities on City owned-streets in 2021 was 0.**

Severity of Crashes Citywide in 2021



IN CLOSING

The push for zero continues to be a long one. After decades of speed oriented design, we cannot undo the past in a few short years. However, in the time we have had, we have been able to dramatically change the City's most dangerous streets for the better.

On streets from South Boulevard to Lake Street to Carroll Street, traffic speeds have been calmed, crashes have been reduced, intersections made safer and for the first time in decades, families can be seen riding bikes and walking casually along formerly high-speed - but underutilized - arterials. A massive Public Outreach effort, survey campaign and stakeholder engagement process has resulted in MovesBY, the City's first fully integrated Long-range mobility masterplan. Dangerous crashes and fatalities have been reduced on our streets, granting City residents the safest public spaces in memory.

As we continue the push toward ZERO we will make sure no neighborhood is left out - everyone deserves a world free from unnecessary tragedy.



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, though in some cases it may be more or less.

Rail Trail, Phase 7b Construction - \$722,522.83 (In Progress)
Northwest Bikeways Network, Phase 2a - \$100,000 (In progress)
Citywide Bikeway Network - \$597,024 (In progress)
Rail Trail, Phase 1 Design - \$125,957.60 (In progress)
Carroll Street Green Stormwater - \$100,000 (In Progress)

Additionally, the City is pursuing the following Grants Currently:

Eastern Shore Drive Promenade Design - \$224,000
HSIP High-Injury Network Pedestrian Signal Installation - \$84,000
Bike/Ped Counting Program - \$68,000
Rail Trail 7B (Additional Construction Funding) - \$400,000
Rail Trail Phase 2 & 3 Design - \$300,000



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