



# VISION ZERO

YEAR 3

## ***SALISBURY, MD***

### ***FY 2023 ANNUAL REPORT ON PROGRESS***

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



FISCAL YEAR 2023

# VISION ZERO ANNUAL REPORT

REPORT AUTHORED BY William White, Transportation Manger

PRINCIPAL OVERSIGHT Rick Baldwin - Director, Infrastructure & Development

MAYOR Jack Heath

ACTING CITY ADMINISTRATOR Andy Kitzrow

CITY COUNCIL April Jackson, District 1, Council Vice President

Muir Boda, District 2, Council President

Megan Outten, District 3

Michele Gregory, District 4

Angela Blake, District 5

## ADDRESSES

The Salisbury Vision Zero Initiative is coordinated by the Department of

Infrastructure & Development:

125 N. Divisions St., Room 202

Salisbury, MD 21801

410-548-3170

[infdev@salisbury.md](mailto:infdev@salisbury.md)

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/)

01

## **THE YEAR IN REVIEW**

Notes on the third full year of  
Vision Zero in Salisbury

03

## **PROJECTS COMPLETED**

07

## **PROJECTS IN DESIGN**

10

## **ACTION ITEMS IN REVIEW**

Tasks Completed / Tasks  
Underway / Tasks Delayed

12

## **DATA REVIEW**

14

## **IN CLOSING**

Appendix I - Grant Summary



# **THIRD YEAR IN REVIEW JULY 1, 2022 TO JUNE 30, 2023**

Three years into the City's Vision Zero Program, the tempo and commitment remain as strong as ever. Recently announced as one of the 38 recipients of the first-ever round of **Safe Streets For All** Funding from USDOT, due to Salisbury's foresight in development of its Vision Zero Action Plan, the City is poised to make a major leap forward in safety on its transportation network.

With fatalities and serious injuries increasing nationally, especially among our most vulnerable, **Salisbury is successfully bucking the trend, reducing serious injuries and eliminating fatalities on City Streets for the second year in a row.**

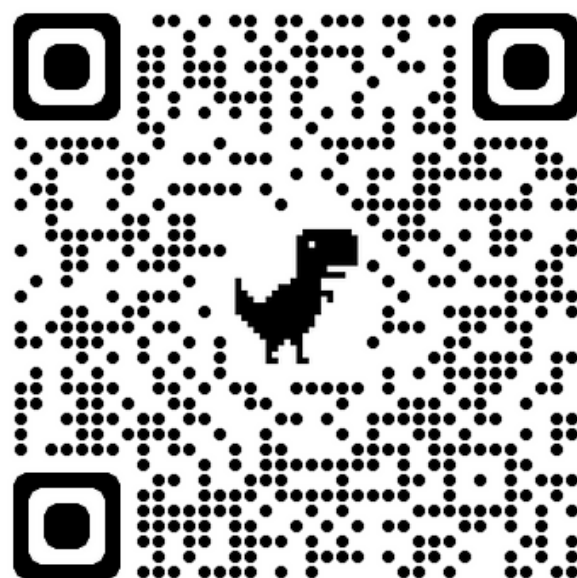
Reinvigorated funding comes at the best possible time - delivering 80% of safety funds over the next few years to keep the Program going strong.



## **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](https://bit.ly/VZ-SBY) or scan the QR Code below





# A MAJOR WIN FOR SAFETY IN SALISBURY

2022 was the year that the Safe Streets and Roads for All (SS4A) Grant Program premiered from the US Dept. of Transportation.

**Salisbury is proud to be in the first batch of cities, just one of 38 nationwide, awarded implementation funds for its Vision Zero Program.**

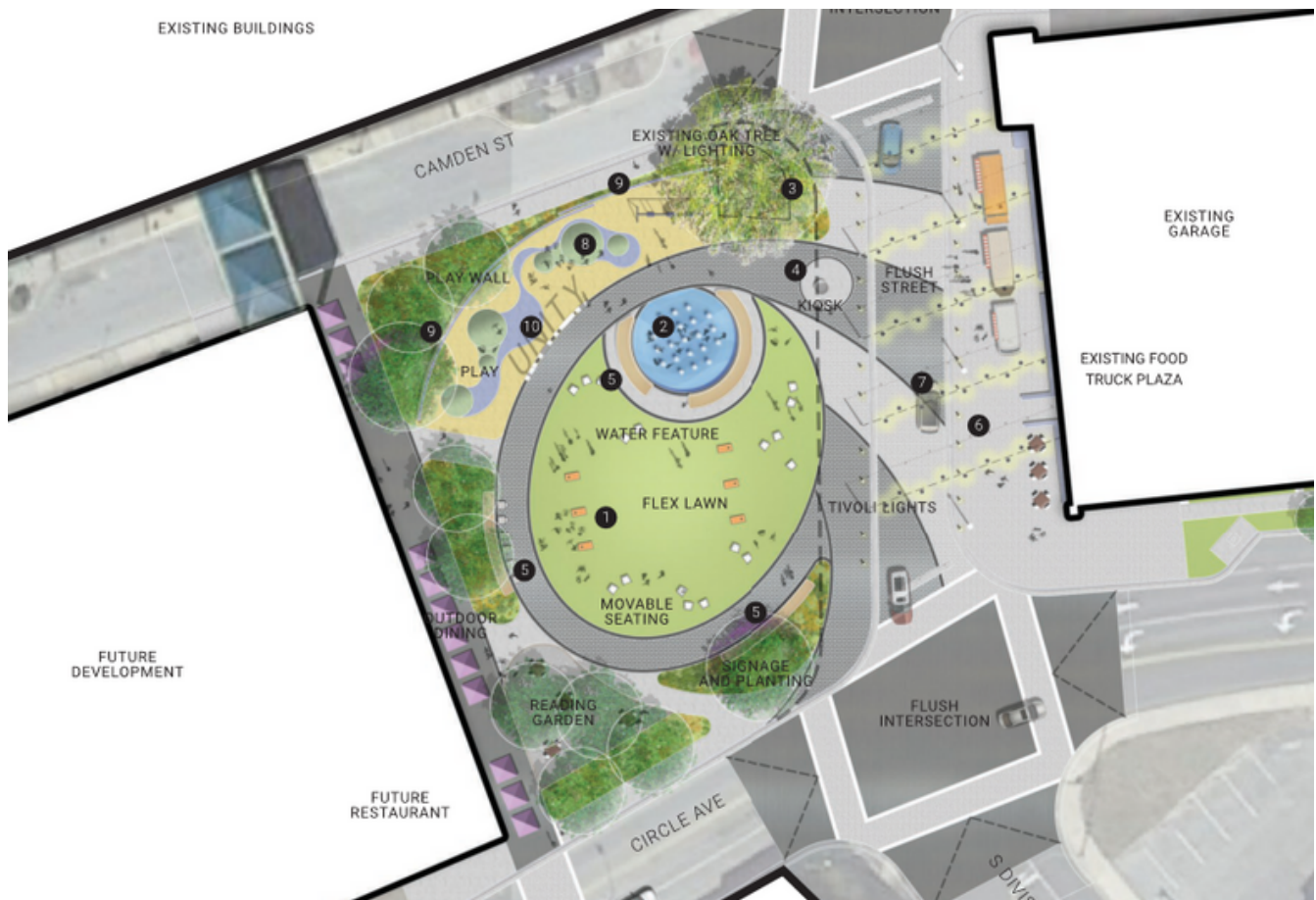
The nearly \$12,000,000 grant from USDOT will fund 80% of the cost of implementing a series of rapidly built safety changes across the City in the pursuit of ending traffic fatalities in Salisbury forever. New rapidly applied countermeasures will be placed on nearly all of the City's crash hotspots and address a number of dangerous intersections and streets. Under the umbrella of the Safe System strategy from USDOT, Salisbury is proud to partner in the effort to end traffic fatalities nationwide.



# COMPLETED & ONGOING PROJECTS

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?



## UNITY 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 is now under construction and known by the new name - UNITY Square. The Square will be essential to Downtown's move toward a walking and biking friendly area where people can live work and play.





## 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.

## NW Bikeways, PH 2 West Road

The site of a 2020 fatal bike crash, the West Rd protected bikeway provides a safe biking route along one of the busiest routes on the West Side. 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.





## 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 Cycle track 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.



A dark gray SUV is parked on a dark asphalt street. In the foreground, a wide white diagonal stripe, part of a traffic calming measure, runs from the bottom left towards the middle right. The background is slightly blurred, showing the side of the car and its wheels.

## **Traffic Calming Program**

**Currently, five streets have had traffic calming installed with one more in design and three scheduled for intervention. Before this program, there was no dedicated effort to catalog, evaluate and construct such improvements.**





## 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 1, the southernmost portion, is nearing full design

## 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.

## Citywide Pedestrian Upgrades

A recent grant through MDOT-SHA has allowed the City to design Pedestrian upgrades throughout the City including install of pedestrian signals at four major intersections and pedestrian flasher placement in 8 different school or park zones.



## 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

### **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 (Delayed)
- Execute Eastern Shore Drive Visioning Study
- Camden & College Ave Improvements - Underway (2023)
- Establish Citywide Striping & Signage Maintenance Program

## **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 (Some Progress)
  - 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 (delayed - Funding)
- 

## **Reduce Vehicle Miles Traveled by 15% by 2030**

- Execute Rail Trail and Urban Greenway Masterplans - Ongoing
  - Plan for East-West Connectivity Improvements around SU - COMPLETE
  - 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 (Program on Hold)
- Expand Traffic Safety Education Program - DELAYED (Funding/Staff Time)
- Introduce Traffic Safety into SPD Mentor Program - DELAYED (Program on Hold)
- Neighborhood Walks - DELAYED (COVID-19)
- University Student Educational Program - DELAYED (Funding)
- Develop Vision Zero Website - COMPLETE

# FY2023 in Review

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

## DATA HIGHLIGHTS:

### NATIONAL DATA

- FATALITIES ARE UP NATIONALLY, ESPECIALLY VULNERABLE ROAD USERS (VRU'S) SUCH AS PEOPLE WALKING, BIKING OR RIDING MOTORCYCLES
- THE TRADITIONAL COMMUTE PATTERN, WITH MOST TRAVEL IN AM AND PM, HAS FLATTENED AND CONTINUED THE LATE-COVID ERA TREND

### SALISBURY DATA

- OVERALL CRASH NUMBERS REMAIN DOWN IN YEAR VS. YEAR STUDIES
- 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**

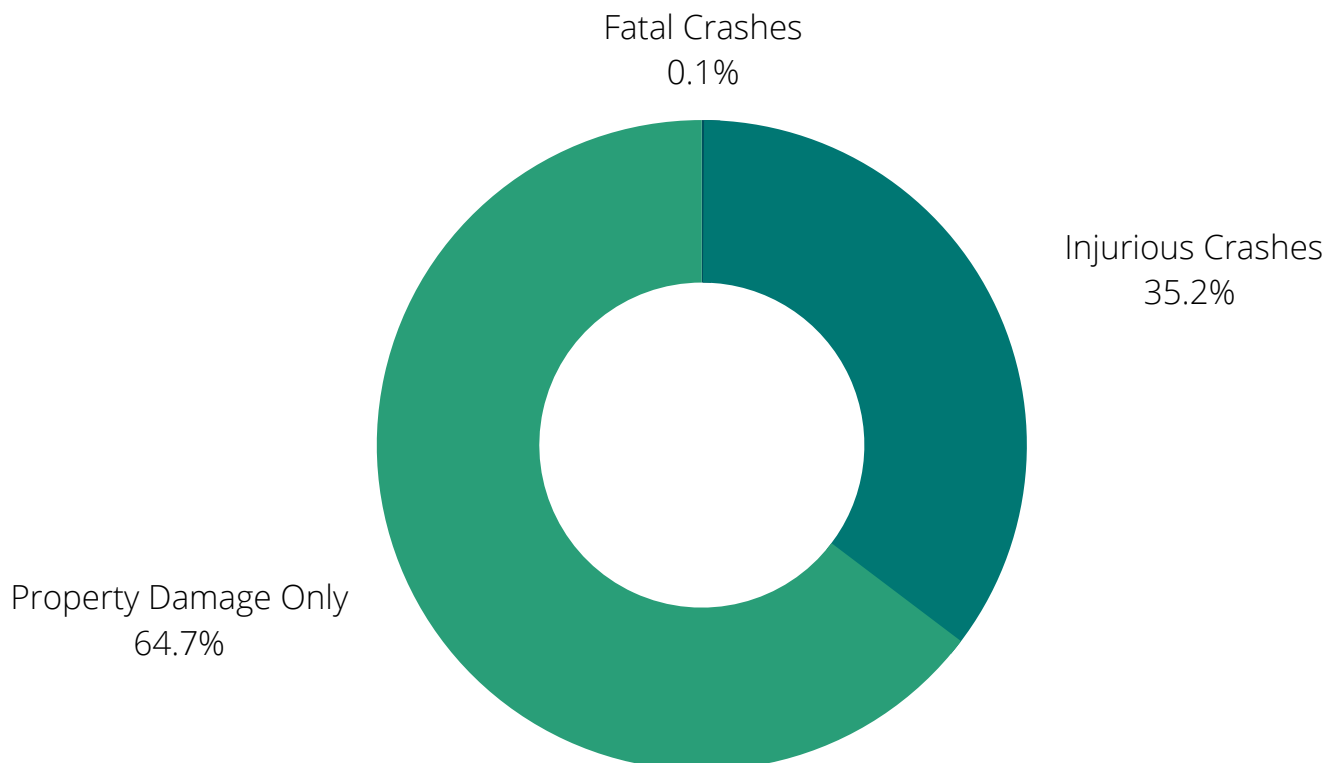
---

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

# CRASH FACTS

Official crash statistics from the State of Maryland for 2022 & 2023 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 below are reasonably accurate. The numbers shown reflect the total number of crashes Citywide. Note that while 16 fatalities have occurred in Wicomico County since January 1, 2022, **no fatal crashes have occurred on streets controlled by the City in that time. The total number of injurious crashes has dropped 19% since Vision Zero was implemented.**

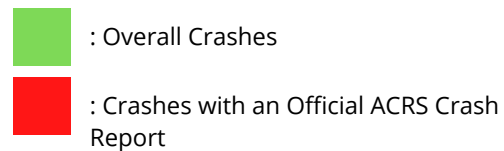
## Severity of Crashes Citywide in 2022



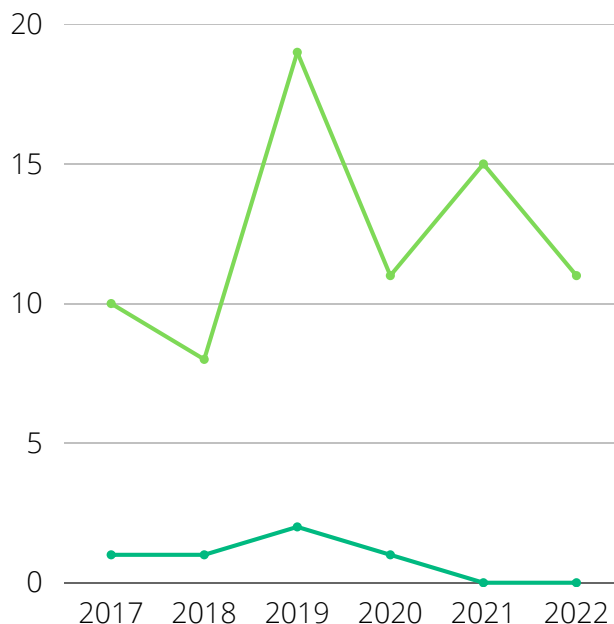
## OVERALL CRASHES ARE DOWN IN SALISBURY



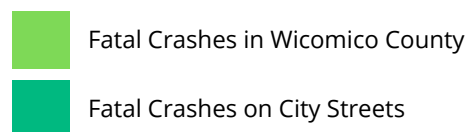
As many other cities across the US are seeing crash rates they have not witnessed in decades, Salisbury is showing significant progress with an overall downward trend. Injurious crashes remain down from a 2016-2019 high with crashes significant enough to require a crash report staying nearly flat in the last two years, despite increases in automobile volumes. (Overall Crash Data for 2022 is still pending from MDOT-SHA)



## FATAL CRASHES ARE DOWN



Salisbury has always managed to keep serious injuries and fatalities lower on City streets than surrounding County or State owned roads. However, since 2021, the City has proudly kept fatalities at Zero. However, that doesn't mean the work is done - a bad set of circumstances could still upend the trend, and serious injuries remain a recurring issue. Additionally, the City is committed to working with our partners to eliminate all fatalities in the City, even on partner agency maintained roadways.





# IN CLOSING

Pursuing Zero deaths and serious injuries continues to be a long-term mission. It simply cannot be done overnight when so many streets were designed for speed above all else.

With upcoming assistance from USDOT and MDOT, the City will keep forging the path ahead of other jurisdictions in the State and setting the example for others to follow both in Maryland and nationally.

The City will soon begin construction of major projects designed to benefit the most vulnerable of our residents, those that walk and bike for transportation, so that Salisbury can not only continue to be the place where everyone wants to be, but can safely do so.



# 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.

Citywide Vision Zero Safety Improvements - \$12,700,000  
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)  
HSIP High-Injury Network Pedestrian Improvements - \$225,000  
Bike/Ped Counting Program - \$68,000  
Rail Trail Phase 2 & 3 Design - \$300,000

Additionally, the City is pursuing the following Grants Currently:

Eastern Shore Drive Promenade Design/Construction - \$10,000,000



[www.salisbury.md](http://www.salisbury.md)